

# Manufacturers Record

Exponent of America

AUGUST 5, 1920.

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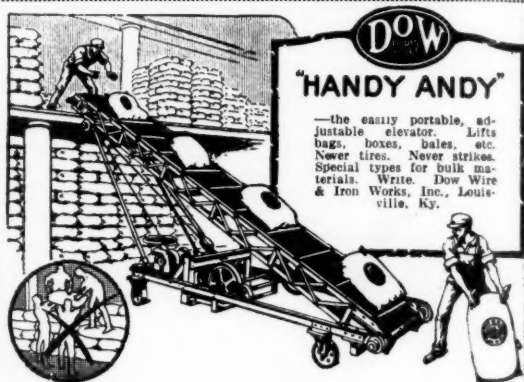
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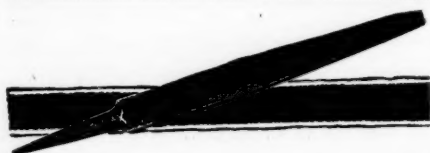
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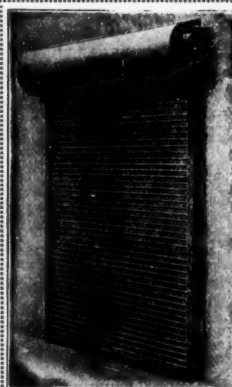


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## ROBBING AMERICAN FARMERS TO ENRICH ORIENTAL PRODUCERS.

THE bottom has dropped out of the cottonseed market, according to our reports, and prices in Texas have been quoted at a quarter of what they were last year.

What is the reason for the drop? Those who ought to know say it is due to the heavy importations of oil material and products from the Orient. China and India have been dumping their peanuts and soya beans, and the Pacific Islands their copra, on the American market. Not only is the peanut industry being hard hit, but the cotton industry is also a heavy loser.

It may be that politicians will be able to explain to Southern producers why it is to their advantage to let this sort of thing continue, but we more than suspect that the intelligent farmers will insist that they be protected by a tariff against pauper competition. In fact, we are informed, much of the stuff from the Orient is of such inferior quality that efforts were made to keep it out of the country under the pure-food laws. But the pure-food laws do not constitute protection that can be relied on. There is only one stout barrier that will meet the situation, and that is a protective tariff.

## MINISTERIAL MOUNTEBANKS.

"COULD anything better than this report explain not only why the Interchurch World Movement collapsed in such hands, but why ministerial salaries are so low? Is any one of the clerical signers of this report worth a wage sufficient to support four others as silly as himself?"—Wall Street Journal.

No; and not a one of them shows that he is worth enough to earn a wage sufficient to support himself. And if such preachers want to know why so many ordinarily sensible men remain away from church, it is because there are so many mountebanks in the pulpit and so few preachers who can feed the sheep with the living Word of God.

FOR THE FIRST TIME IN 25 YEARS THE INTERSTATE COMMERCE COMMISSION AND THE PUBLIC HAVE GIVEN ADEQUATE RECOGNITION TO THE RAILROAD SITUATION—GREAT THINGS ARE AHEAD OF US.

FOR the first time since the Interstate Commerce Commission was created that body has shown a true recognition of the supreme necessity to the welfare of the country of safeguarding the railroads, and for the first time in 25 years or more the people of the country, by their approval of the advance in rates, have shown that they had come to an adequate realization of the acuteness of the railroad breakdown and of the necessity of saving the railroads in order to save the country.

The annual loss to the country from inadequate transportation facilities, the hampering of business and the deadening effect of the railroad situation on initiative and construction activities during the last 15 years has, we believe, far exceeded the total increase which the Interstate Commerce Commission has now granted to the railroads. Instead of counting that \$1,500,000,000 has been added to the cost of doing business by the increased rates, we should unhesitatingly, as a nation, take the ground that through this increase we will save an annual loss greater than the entire amount thus granted to the railroads, and we will bring about a railroad and industrial development that will add far more than that amount to the annual wealth increase of the country. We shall, therefore, not only save what we are losing, but we shall add an enormous increase to the business prosperity and the wealth-creating activities of the entire country.

Great things are ahead of us. A new era has dawned in the transportation interests, and that means in every line of business activity. We have put aside the spirit of enmity long engendered against railroads. We have realized that every blow at the railroads was a boomerang which hit the head that aimed the blow. We have seen that the efforts to destroy the prosperity of the railroads was destroying national and individual prosperity. It matters not how many or how serious may have been the mistakes of railroad managers in former years, we have now come to the conclusion as a nation that the actual value of railroads equals the total capitalization, and so far as the MANUFACTURERS RECORD is concerned it does not hesitate to say that the railroad system of this country could not be duplicated for \$40,000,000,000, instead of the generally accepted valuation of about \$20,000,000,000. Everything else in the country—farms, factories, city property—has increased in value and gained from the increment which necessarily has come through the expansion of trade and the increase of population. Bank stocks have enormously increased. Cotton mill securities have doubled and trebled in value, partly because of large earnings and partly because it would cost two or three times the original investment to duplicate them. Farm properties have doubled



and trebled, and in some cases quadrupled. But railroads, steam and electric, have not only not advanced in market value, but have enormously declined below the actual cost of original construction.

Today the railroads of this country ought to be on a valuation basis of at least double the total \$20,000,000,000 which was put into their construction. But so unwise has been our method of dealing with railroads for the last 25 years that we have thought that cheapness of freights made prosperity of business. Never was there a falser doctrine. Business men have vied with politicians in attacking railroads, based on the fundamental blunder made many years ago that the cheaper the freight the greater would be the prosperity of the country, ignoring entirely the self-evident fact that as "a cheap coat makes a cheap man" so a cheap freight makes a cheap railroad, and under these cheap rates the railroads broke down completely.

Adequate freight rates would have given us transportation facilities at least double what we now have, and the volume of business which would have been created by abundance of transportation would have made freight traffic match these enlarged facilities. In many things we could have doubled the volume of business, to the great benefit of the country. If there had been no shortage in transportation there would have been no shortage in coal output, for if the miners could have worked regularly for five days in the week—and they do not average that now—there would have been larger prosperity among the miners even at old rates, and we would have had an ample supply of coal for our needs and to meet the pressing requirements of Europe.

If transportation had been profitable to the investors in railroads, we would have greatly expanded our mileage. We would have built better roads and equipped them with a larger supply of rolling stock, and the freight which now moves slowly, adding cost every day it is on the road, could have been delivered promptly.

For 15 or 20 years American development has been dragging its way tied to the dead body of inadequate transportation. It has been hampered in every movement, and the struggle for the last quarter of a century has been to awaken the people of this country to a recognition of the fact that a railroad breakdown was inevitable unless the Interstate Commerce Commission and State Commissions and the public at large came to a realization of the truth that railroads could not live on the freight rates that had been allowed in the past.

Every intelligent man ought to have been able to see this situation. Years ago the MANUFACTURERS RECORD pointed out that every business carrying a heavy mortgage which did not earn enough to amortize some of its indebtedness proved by that very fact that it was being operated on a false basis. We tried to convince the railroads that the amortization of bonds should be counted in the cost of operation, but most of the railroad people to whom the question was presented took the ground that as these properties were supposed to be largely increasing in value there was no necessity for redeeming the old mortgages except through creating new ones. Had railroad managers undertaken from the beginning to carry a freight rate which would have counted the amortization of bonds as a part of their necessary expenses, the country would have adjusted itself to these rates and a large proportion of railroad indebtedness would have been wiped out.

However, the mistakes of the past on the part of railroad managers and of the public are now to be forgotten. We are in the new era. We have a recognition from the Interstate Commerce Commission that railroads are entitled to live and prosper and expand, and that their expansion is absolutely essential to the progress and prosperity of the country. We also have this fact accepted by the public, and under these

changed relations between the public and the Interstate Commerce Commission on one side and the railroads on the other is to be found the first real ray of light in the railway world for the last 20 years.

The development of our distribution facilities is more important than the creation at the present time of new production facilities. With the increased rates now granted to the railroads there should come on the part of railroad managers and railroad security holders a quick response to the action of the Interstate Commerce Commission and to the public's approval thereof; and every ounce of strength and initiative of railroad managers and security-holders should be thrown into the development of our railway system. The public is now entitled to such quick betterments as could never have been anticipated during the last 20 years. It is entitled to be met more than half way by the railroads. Regardless of the high cost of construction work and of cars and locomotives, it behooves the railroad managers to crowd every car and locomotive shop and every rail-mill in the country with orders which will keep them busy for the next two years. No time is to be lost if public commendation is to be maintained. Not a day can be wasted in proving to the public that the railroads are prepared to meet the public's approval of the rates which have been granted.

With this situation properly handled we may look forward to an expansion of railroad work which will stimulate every industry of the country and bring about a period of abounding activity and prosperity.

### SOME BLUNDERS IN COOLIDGE'S SPEECH OF ACCEPTANCE.

THE Federal Reserve Board, under Democratic control, has been doing its best to curtail credit and lessen the volume of business, but Governor Coolidge, the Republican Vice-Presidential nominee, would seem to be eager to match the unpardonable blunder of the present board. In his speech of acceptance he said:

"As everyone knows now, the difficulty is caused by a scarcity of material, an abundance of money and insufficient production. The Government must reduce the amount of money as fast as it can without curtailing necessary credits. Production must be increased. All easy to say, but difficult of accomplishment."

Now, will Governor Coolidge please tell us how to reduce the supply of money, without which business must stagnate, and at the same time increase production? This scheme is more absurd than was that of the Egyptians, who tried to increase the output of bricks by Hebrew toilers while denying them the raw materials needed.

Governor Coolidge has done and said some wise things, but in this case he is too closely imitating the blunder of the present Federal Reserve Board.

Governor Coolidge's reference to negroes was also wholly without reason or excuse. There was no occasion to lug in the race issue. It was foreign to the whole address, and was evidently put forth merely to help hold the negro votes in the debatable Western border States, where the negro vote often decides the fate of the elections.

If for once the Republican leaders could rise to the situation and see that in stirring up the race question they do the whole country harm and increase race prejudices on both sides instead of allaying them, they would prove themselves statesmen instead of politicians. Under tremendous handicaps the South is settling the race problem, and the loyalty and progress of the negro race to which Governor Coolidge refers, to whatever extent they exist, are in themselves an unanswerable proof of the growing spirit of good-will between the whites and the negroes, and also a proof of the abundant opportunities afforded to the negro in the South.



## A World In Danger

THE WALL STREET JOURNAL is never an alarmist and never conjures up bogaboos to frighten the public, but it sees straight and speaks out as to what it sees. What the MANUFACTURERS RECORD has been trying for two years to make its readers see as to the world danger from Bolshevism—for which we are largely responsible, since we turned Trotsky, a renegade East Side New York Jew, loose upon Russia, though we knew his mission—the Journal is now emphasizing in a startling way. We do not, however, quite agree with the Journal that the danger to the world is that Russian Bolsheviks will overrun Germany. We fear the greater menace is that Germany and Russia will unite and defy the Allies to enforce the Versailles treaty, and all because we did not go "On to Berlin!" In its issue of July 30, under the heading "A New Race Migration," The Wall Street Journal said:

"It is certain that Trotsky has small use for the truth, but it by no means follows that he cannot use it to advantage. He recognizes it when he sees it and he expects it from those who disagree with him. He is like the Germans, who virtually created him; in his insistence for strict Queensberry rules for his adversary, while he hits below the belt and uses brass knuckles. But there is now enough evidence to show that Ludendorff is speaking something like the truth, and that German alarm at Bolshevism, a thing evoked by the German militarist party itself, has a real basis.

"There may be peace negotiations between the Allies and the Soviet Government in Russia, but it is most unlikely that they will have a successful result. The facts are alarming in the last degree, but there is no sense in shirking them. The Lenin-Trotsky Government is based upon force alone. Without its army, estimated at 3,000,000 men and upward, it would be washed out of existence by the mere racial flood of the Russian people. The Russian artisan, or any other, will not work twelve hours a day for seven days a week except under armed guards.

"For this reason Trotsky not only must keep his army in being, but he must keep it occupied. It must live off the country, and he has nothing to lose and something to gain in seeing that it lives off the enemy's country. He will, of course, make his enemies as he goes along. Unless the Allies intend to embark upon another war in Central Europe hardly less serious than the last, Poland is doomed. For once, in our experience, Ludendorff is telling the truth. Germany must be the next victim of the Russian Army. Trotsky knows well enough that the enormous military machine he has successfully constructed is like an aeroplane, in the respect that it must be kept moving or it will crash to the ground.

"Without knowing it, too ignorant to perceive secondary consequences, applying false ideals to insuperable facts, the Socialists in Russia and the world over have at last set in motion a force utterly beyond their understanding or control. It corresponds in a remarkable degree to those Caucasian and Aryan invasions of Europe, to the Mohammedan invasion which terminated at Tours, and it may take a lifetime to exhaust itself, or until the impetus has become too dissipated to be dangerous and the residue is percolative rather than destructive. Such a force follows the line of least resistance. Trotsky finds something for it to do in Armenia, where he can direct if he cannot control. But the main line of advance is through Germany.

"It is a good maxim in law that the accused is assumed to have intended the consequences of his own acts. The Kaiser started to set the hand of the Mohammedans against the civilized world. His military advisers raised the terrible engine of Bolshevism to detach Russia from the Allies. Germany, rulers and people concurring, was as much responsible for starting the avalanche as she is for every evil consequence of the war down to the last case of typhus in Serbia. Germany today faces an experience beside which that of Belgium may seem mild a year from now. Trotsky's army must be kept moving, and behind it will come a flood of workless and landless Russians, capable of eating up all that Germany has preserved.

"The Allies are in no position to defend Germany. They will have enough to do to take care of themselves. Perhaps Mr. Wilson realizes now why it was desperately necessary to make peace first and discuss ideals afterward."

We in this country must understand that exactly the same forces are at work, and especially among half-baked college professors, a certain class of ministers who in the livery of Heaven are doing the devil's work; socialistic agitators, parlor Bolsheviks whose so-called brains have less vitality than sawdust, and others. A college president in Georgia

writes us that he has heard several professors say they will vote for Debs, the convict sentenced to 10 years—and a mild sentence at that—in the penitentiary, while the Johns Hopkins University of Baltimore permits a similar crowd of agitators to hold their meetings in one of its halls.

These are simply typical straws. Let no one minimize the danger. Only fools refuse to admit danger merely because they do not want their peace of mind disturbed. England refused to see the German menace, though some of its people did their utmost to awaken its people, and England's unpreparedness cost the world millions of lives and billions of treasure. And America prated about "He kept us out of war," when every intelligent man knew we were on the verge of war and would be compelled in self-defense to enter the struggle. Now Bolshevism threatens Europe and America alike.

Discussing the European situation, Frank Simonds in his last Sunday syndicate article gives us a glimpse of the turmoil which will make every reader wonder how many millions of American soldiers would be forced into these wars if we had accepted the League of Nations without the reservations demanded by the Senate. The diplomats of Europe are in the same interminable game of politics which they have carried on for centuries, with all the bitter jealousies and land-grabbing schemes of the ages, and if we were in the League without reservations, what chance would one American delegate stand against the eight others in all these games of world politics? Surely a merciful Providence saved America from surrendering its entire sovereignty into the control of such influences as are shown by Simonds' article. Here is the closing part of his long survey of the situation:

"It is a twofold reason that must explain the victory of Bolshevism, one of the most astonishing victories in all history. First, the division between the Allies, the British policy to restrain France, even by sacrificing Poland; the French desire to build upon a great Poland a vigorous French policy, with the possible political ascendancy in Europe, which was, with a few interruptions, unchallenged from Louis XIII to Napoleon III, from the Treaty of Westphalia to that of Frankfurt; and the clash between French and Italians resulting from French support of the Jugo-Slavs against the Italians in Fiume and the Adriatic.

"And the second explanation is found in the domestic policy pursued by the various leaders in the several Allied nations. Terrified by the weariness of their publics resulting from the World War, appalled by the insubordination in the armies when the prospect of a new campaign opened, they have shrunk from facing the fact and informing their publics of the truth that Bolshevism was a war already declared upon the Western nations, and that the Western nations must defend themselves or succumb.

"Instead, they have conducted a great war in the most insignificant and contemptible fashion. They have wasted vast sums, covertly sent troops and publicly recalled them when the thing was discovered. In so far as they have dared, they have made war, but it has been a war which no soldier would conduct, for every soldier recognized the magnitude of the task and the unmistakable truth that it would require great armies as well as large appropriations.

"And the end of the war has been defeat—defeat such as followed the attack upon the French Revolution for many of the same reasons. The Allies have quarreled among themselves; they have betrayed those allies in and out of Russia who might have won the struggle, given a little assistance. They have encouraged the border tribes to action, given them guns and ammunition to fight, and then not alone abandoned them, but denounced them when they did fight, exactly as they felt constrained by domestic public sentiment.

"Now Russia, the Bolsheviks, have struck Poland down, and there is nothing left in their pathway in Europe. Germany lies open to them, and no one can mistake the fact that there are in Germany conditions which offer the very finest field for Bolshevik activity.

"Central Europe, a mess of insignificant and indefensible states suffering from economic prostration and something approaching starvation, lies just beyond the western frontiers of Poland. No fairer opportunity beckoned the French Revolution, after the initial repulse of the invaders at Valmy, than now lies spread before the Bolsheviks.

"Nor is the invitation to invasion more pressing in Europe

than in Western Asia. From the Bosphorus to India, from the Caucasus to Cairo, there is chaos. States are rising and falling; races and tribes free and in subjection are either in arms or seeking to take up arms. The British and the Greeks are fighting the Turks. The French are at war with the Arabs. In the Balkans the Turks and the Bulgars are fighting the Greeks. The Armenians in their highlands are fighting Turks and Bolsheviks.

"But what is more important than the wars of conquest is the essential fact that in western Asia every Western hand is raised against every other. The British and French are as hostile, as unmistakably rivals, as they were in America a century and a half ago. The Italian, again, is hostile to both, and covertly encouraging the Turk to attack the Greek, although the Greek is ally and agent of the Briton.

"In this situation the British Government is eagerly seeking to make peace with the Bolsheviks, and that peace more and more takes on the appearance of a surrender, an effort to placate. The reason is obvious. If the Bolshevik strikes in Asia, whether through Persia or Armenia, his advance carries instant menace to Britain, to India and to Mesopotamia. If peace does not come, it may be but a short time before the old Russian menace is revived in central Asia and the 'bear that walks like a man' will appear again in regions where this shadow was familiar before the advent of Edward VII and the change from Victorian to Edwardian foreign policy.

"The world is tired of war and the talk of war. The masses who fought the last war and will have to fight all wars are in no mood just now to undertake a new burden. They believe what they want to believe about the Bolsheviks, and they are sustained in their own beliefs by the weak and fruitless deception practiced by their political leaders in recent months. They welcome the Bolshevik triumph only in small part, perhaps not because of any real sympathy with Bolshevism, certainly with no accurate appreciation of what it means, because it represents a defeat of their own rulers, with whom they have obviously broken.

"Since these things are true, it is useless now to attempt to excite Western publics by any statement of what the Bolshevik successes may mean for them. Yet the truth is plain for all who care to see it. After three years the Russian revolution has crushed all domestic rebellion as completely as the French Revolution suppressed the Vendee, also supported by half-hearted foreign aid. It has overflowed into the border States, as France, following 1792, spread to Belgium, Holland, Switzerland and Italy. The collapse of Poland is the collapse of all the border tribes; none will venture to resist where Poland tried, was abandoned and fell.

"And the roads through Germany and that through central and western Asia lie open. The Russian wave may now recoil; it may have passed its crest already; prophecy is idle. But at the least there is now no obstacle short of the Rhine in Europe and the British garrisons in Asia. By comparison with the Russian victories in the East the Allied and German conferences in the West are mere details. Before the last war is even partially liquidated the shadow of an even greater conflict falls across Europe and Asia."

## NERO AND THE FEDERAL RESERVE BOARD.

**W**HEN Rome was burning and Nero fiddling, perchance he said to his courtiers: "We had too many houses in Rome and too much population. It is a good thing, by this sort of drastic deflation, to reduce the number of houses and the number of people, and in that way get back to old conditions." That seems to be about the basis on which the Federal Reserve Board is acting, and the time may come when many people will look upon its work of drastic deflation as unwise as was Nero's supposed satisfaction in reducing the number of dwellings in Rome, even though the means used are not entirely alike.

## KRUPPS MAY BUILD PLANT IN SPAIN.

**S**PAIN is one of the great iron-ore centers of the world shipping ore heavily to other European countries as well as to the United States, and while it has some large iron and steel works, its output of the finished product has never been commensurate with its ore developments. Now, however, according to the London letter of the Whaley Eaton Service, there is a well-defined project of the Krupps to set up a great branch at Bilbao, Spain, to manufacture agricultural machinery for the purpose of driving out of the market American companies who now have a large share of this business.

## ABUNDANT CROPS OF ONLY TEMPORARY ADVANTAGE.

**S**IXTY days ago Government reports showed for a number of leading crops the worst average condition on record. The situation was indeed alarming as to wheat and cotton and other things. But as the record of 60 days ago showed the worst average in our history, the progress of the last 60 days in betterment of conditions is the most remarkable ever known. Wheat, cotton and other staple crops have made amazing betterment. Vegetables and fruits have been produced in quantity which hardly seemed possible 30 to 60 days ago. Nature has smiled with beneficence upon the farmers of the whole land—North, South, East and West—and we now have a prospect of crops beyond what 60 days ago would have seemed impossible to anticipate.

These abundant crops will give us an enlarged food supply and lessen the strain of the cost of living, and still leave us a large exportable surplus. The farmers, however, will suffer. Enlarged production and inadequate transportation facilities and the lessened credit available for carrying crops are forcing prices down to a point where on many crops there will be little or no profit. It is indeed altogether possible that the entire wheat crop of the country will net a loss to the growers.

Low prices are attractive for the time being to the consumer, but the low prices over which the consumer and Government officials are now rejoicing bode ill for the future. These crops have been raised at a higher cost than ever in the past. The rate of wages for cultivation and for harvesting is higher than ever before, and the result is that the farmers whose work has given the country such an opportunity for food for man and beast, and for cotton, will find themselves poorer at the end of the year in many cases than they were at the beginning. This will inevitably tend to lessen acreage, and to a smaller crop next year, which would be a national misfortune.

Many consumers have never appreciated the farmer's side of the case, and while they are rejoicing over some reduction in cost of foodstuffs they should recognize that any decrease in the price which the farmer receives drives a new nail in the coffin of production for coming years.

## WHO IS RESPONSIBLE?

**"A**SIDE from the disturbed and alarming state of affairs in parts of the Old World, for which, I am convinced, this country's refusal to ratify the Peace Treaty is largely responsible, there is absolutely no justification for the spirit of pessimism and uneasiness prevalent in business and financial circles in many sections of the United States today.—John Skelton Williams, Comptroller of Currency.

America was perfectly willing—eager, indeed—to ratify the peace treaty, but President Wilson insisted that we should not have the peace treaty except through acceptance of the covenant of the League of Nations exactly as brought back by him. Was Mr. Williams giving a sly dig at President Wilson for his delay, due to the President himself, who put his individual judgment against that of a majority of the Senators, including a number of his own party, and a very large proportion of the American people? If President Wilson had been less autocratic and less determined to drive his League scheme through the Senate, even though, as he expressed it, it should call for America to "make the supreme sacrifice," and had been willing to recognize that there were some other patriots and men of sense in the country, he could at any time have secured the peace treaty and ordered a league of nations itself which would have protected America and kept us from making the "supreme sacrifice." No internationalism justified us in committing national suicide.

## Danger of Socialistic Doctrines in Colleges and Christian Association Conventions

WIDESPREAD interest has been aroused among the women's colleges of the South by the statement recently published in the MANUFACTURERS RECORD that at the conference of the Y. W. C. A. at Blue Ridge, N. C., in June one of the regular speakers for the ten days was Rev. Dr. Hogue, formerly a rector of an Episcopal church in Baltimore, a noted socialistic agitator and a friend and upholder of some of the rankest Socialists in America, such as Debs, Foster and others.

Dr. Hogue distributed at that convention a leaflet which is issued under the title of "The Church League for Industrial Democracy; a National Organization Composed of Members of the Protestant Episcopal Church," in which, in giving an account of its organization and its work, appear the words, "the House of Bishops concurring," etc.

That circular is a distinct appeal to the socialistic tendencies of the day, and the natural inference of every man who reads it is that it has been issued by an organization of the Episcopal Church, with the approval of the House of Bishops. That organization has for quite a while been carrying half-page advertisements in one of the Baltimore papers every Saturday, placed by contract with the advertisements of the churches for the express purpose of reaching the people who read church advertisements, and apparently for the express purpose of misleading them.

The teachings of these advertisements have often been rankly, rottenly socialistic and even anarchistic. So pronounced were they in this respect that in February last Bishop Murray, the Episcopal Bishop of Maryland, felt impelled to issue the following notice in the form of a letter to the paper in which these advertisements were then appearing:

"The form and stated sponsorship of 'paid advertisements under the auspices of the Church League for Industrial Democracy' appearing regularly in the Saturday evening Baltimore News among the church notices naturally suggests to the public generally, and to members of the Protestant Episcopal Church particularly, the question whether the Protestant Episcopal Church is responsible for such advertisements and is advocating and propagating the ideas therein promulgated.

"For the information of the public and assurance of our church members who may be disturbed by the said publications, I deem it incumbent upon me to state that the so-called 'Church League for Industrial Democracy, a national organization composed of members of the Protestant Episcopal Church,' is purely a voluntary association and has no official connection with or recognition by the Protestant Episcopal Church in the Diocese of Maryland, nor the General Convention, nor the Presiding Bishop and Council of the Protestant Episcopal Church in the United States of America.

"JOHN G. MURRAY,  
"Bishop of Maryland."

Thus this organization formed by Hogue and his associates is publicly repudiated by the Maryland Bishop of the Episcopal Church, and yet it continues to pose before the public as though it were a part of the Episcopal Church. That fact alone is sufficient indication of the character of the organization and of the spirit of the people connected with it. As Dr. Hogue was one of the teachers or speakers at the Y. W. C. A. convention in North Carolina, where 300 or 400 young girls, fresh from college and eager to learn more about religious questions, furnished a fertile field for the sowing of the seed of Socialism and Bolshevism, the MANUFACTURERS RECORD asked a large number of women's colleges in the South if they were aware of the socialistic tendency of some of the teachings likely to be heard or read at some of these conventions.

There was also heard here and there among a few college students opposition to criticism of Germany on the part of the other students. Some of them said that the time had

come to forgive our enemies and to take Germany back into our love.

In view of this situation, the MANUFACTURERS RECORD asked a large number of Southern women's colleges if they were aware of the work that had been going on at Blue Ridge, and if there was any tendency in their colleges to any socialistic or pro-German sympathy.

As the socialistic doctrines which are being spread throughout the country vitally concern the very existence of this Government and the safety of all of its business interests, we have felt justified in going into these details and in giving some of the replies which have been received from the presidents of Southern colleges. One of them writes that he has heard a number of professors say they will vote for Debs.

Among these letters are the following:

J. R. McCain, Vice-President Agnes Scott College, Decatur, Ga.—"There is no doubt in my mind that there is a danger that socialistic teaching may get into the Southern colleges. I have personally heard a number of professors say that they will vote for Debs in the coming election by way of protest. We are trying very earnestly to make our own college safe by thorough education in open forums as well as in classroom work, and we believe that so far we have had no trouble with either faculty or students.

"I have not heard either in our own college or elsewhere in the South of the sentimentalism in favor of Germany to which you refer. My feeling is that Southern young women are more pronounced than even our overseas soldiers in condemning Germany's lack of repentance.

"This letter is written as an official of the college, and I am enclosing a note from the individual standpoint regarding the Blue Ridge Y. W. C. A. Conference."

George J. Burnett, President Tennessee College, Murfreesboro, Tenn.—"At Tennessee College we heartily agree with the position you take in regard to the Y. W. C. A. Convention. We stand firmly against socialism, and, if possible, even more firmly against any sentimentalism in favor of Germany. We think the terms made with Germany by the Allied Powers should be enforced to the letter, and even more firmly than they are being enforced. We wish we had more editors in this country like you.

"Tennessee College faculty and students endorse unqualifiedly your stand against socialism and against any weakening in our position in regard to Germany."

J. R. Countiss, President Grenada College, Grenada, Miss.—"I thank you for the clipping from the MANUFACTURERS RECORD relative to socialistic teachings at Blue Ridge. Two of my college girls are there, getting training for leadership in the Y. W. C. A., and I am vitally interested. They are solid and true, but young and easily influenced. We have had no objectionable teachings or propaganda from that quarter here, but I am disappointed that the recent National Conference of the Y. W. C. A. abandoned membership in a Protestant Church as ground for membership, and opened the doors for Unitarians and Universalists. I fear it is becoming more of a social club than an outright Christian organization, and I mean to watch it very closely in my school."

F. M. Bralley, President College of Industrial Arts, Denton, Tex.—"Your letter of June 30 has been received and read. In so far as the College of Industrial Arts and the other colleges for women in Texas are concerned, I wish to enter a denial to the charge of teaching socialism and the encouragement of sympathy for Germany. The College of Industrial Arts enrolled during the current fiscal year 2128 young women and has issued credentials of graduation to 260 of them. In all of their religious work, as well as the work of the classrooms and laboratories, a profound respect for law and order and the American home, and the rights of private property, is taught. The College of Industrial Arts is the State-supported college for women in Texas and is the third largest college for women in the United States. The young women attending this college come from the representative homes of Texas and of the nearby States; and such sentimentalism and socialism as is referred to by you in the article appearing in your Daily Bulletin of June 30 would find no welcome whatever, much less encouragement, among either the students or the faculty of this college. The College of Industrial Arts stands first, last and all the time for the dignity and the efficiency of the American home and for upholding and sustaining the American Government."

A. W. Van Hooser, President Shorter College, Rome, Ga.—"It was not my privilege to attend, as I usually do, the Y. W. C. A. Convention that met in Asheville last month, and I have not seen any of our students who were there to get any direct report as to what occurred. I am, therefore, unable to answer the question contained in your letter, except to say that up to the time of the close of our school year, May 25, 1920, I had not detected in our student body any developments of any of the socialistic teachings and pro-German views to which you refer. I do wish to say, however, that for the last two or three years I have felt great uneasiness concerning the work of the Y. W. C. A., and I am almost persuaded that the organization is not what the Christian college of today needs and should demand. The organization has existed at Shorter College for the past eight or ten years. I have viewed with alarm certain of its recent tendencies, and have almost made up my mind to use my



**Influence with the students to abolish it and substitute for it some other Christian organization."**

S. C. Byrd, D.D., President Chicora College for Women, Columbia, S. C.—"We have had no socialistic teachings or pro-German propaganda whatever in our school. Our students attend as representatives every year the Y. W. C. A. Convention held at Blue Ridge, N. C. We have had some intimations that the teachings at these conventions were not always thoroughly sound, and the matter has several times been called to the attention of some of the authorities. I am pleased that you have written on the subject, and I trust that what you say will accomplish good."

J. R. McCain, President Agnes Scott College, Decatur, Ga.—"Your editorial regarding the Y. W. C. A. Conference at Blue Ridge, N. C., is of special interest to me, because I attended the conference and had charge of one of the Bible classes. I had nothing to do with the arranging of the program and took little part in the execution of it; but as a leader I had exceptional opportunities in observing the tone of the convention and in estimating the results. We also had 21 fine girls from Agnes Scott College in attendance, and I talked very confidentially with them regarding the classes and leaders that I could not personally observe."

"I presume your special reference was to Dr. Hogue. I was curious to know of his teaching and general viewpoint, and took occasion to attend quite a number of his lectures to his class as well as his public one, and I made careful inquiry about the lectures which I did not attend. His emphasis was distinctly social, but I did not observe or hear of any teaching on his part which could be justly condemned as socialistic or dangerous. I am myself very conservative, and the whole tendency of our college is toward the strictest Presbyterian conservatism, so that we would have unquestionably been quick to note any notable radicalism."

"I hold no brief for the Y. W. C. A. and did not approve of the Cleveland action last spring either as to adopting the Los Angeles amendment or adopting its social program; but I am sure that you have done it a grave injustice in your editorial. The caption of the article is perhaps more unjust than the body of it. My own criticism of the convention was that it emphasized social service as an end in itself as divorced from religion; but the conference was thoroughly religious, simply not connecting religion and service as vitally as I think they should be; and there was not the least stressing, or presenting even, of socialism."

T. W. Palmer, President Alabama Technical Institute and College for Women, Montevallo, Ala.—"The marked article is certainly a very great surprise to me. We had four students to attend the conference in North Carolina near Asheville. Our teacher representative could not go. I have not heard from those young ladies, and will not see them until the session opens in the fall. We have none of that sentimental pro-German teaching here. Will you kindly give me the name of the minister to whom you refer? We shall follow this matter up and ascertain if any work of this kind is being done in Alabama. I thank you very much for writing me and for sending me the copy of your Daily Bulletin. We must not allow any such propaganda to be scattered among our colleges."

Rev. Warren W. Way, Rector St. Mary's School, Raleigh, N. C.—"Your letter of June 30 is just received, and also the marked copy of your Daily Bulletin. I have read the article through with care concerning the teaching of socialism and pro-German views alleged to be a subject of propaganda in the Southern colleges. I have not as a matter of fact heard about that, but it may be of course due to the fact that I have been away from home for some time."

"You will perhaps wish to know my view on the subject; I suppose that is one reason you write me, and I will say that my opinion is that socialism is such an exceedingly elastic term it is impossible to have a very clear idea as to what one means by socialism unless there are specific facts given in illustration. Some forms of socialism seem to me most pernicious, while some forms of socialism seem to me most highly commendable and desirable. As to pro-German views I have heard nothing whatever in my neighborhood. It seems to me there is a great apathy more than anything and a delirious demand for joy and the pleasures of life, so far as I am able to form an opinion, in the world where I live in this part of North Carolina."

"We have a Junior College and our girls are mostly of high-school age, and they generally do not bother their heads very much about these matters, although as a matter of course I wish that they did think more. It seems to me we may realize in the course of a few years that we have been living in the neighborhood of a volcano, a hurricane and an earthquake. Personally I have no sympathy for this maudlin sentiment for Germany, which I read in some quarters, although as I said before I do not hear those things from those with whom I associate."

C. G. Vardell, Flora Macdonald College, Red Springs, N. C.—"Your communication with article from MANUFACTURERS RECORD received and read with great interest. I am of course interested to know the source of your information. Things happened at Blue Ridge two years ago that did not please me, neither does the statement as published in your Bulletin. It would have considerable more weight if names could be used, and if you have no objections I would like to have the name of the teacher and who reported this matter. If I can get this I will take up at once with the authorities. I had a good many students at Blue Ridge, and they must be protected."

Charles E. Brewer, President Meredith College, Raleigh, N. C.—"I was greatly interested in your letter of the 30th ult., enclosing a marked reprint of editorial from MANUFACTURERS RECORD of June 24 with reference to the Y. W. C. A. Conference at Blue Ridge. I have not had any direct report from that conference, and was not aware of the presence there of the individual to whom you refer. I think it is a matter that needs our most careful attention. I want to say for our institution that not only do we not have any socialistic teachings or pro-German views here, but such would not be tolerated. I think I can say without any sort of exception that our entire college community, both students and faculty, are in fullest sympathy with our own Government."

W. E. Thompson, President Lagrange College, Lagrange, Ga.—"I take the greatest pleasure in the fact that I can assure you that nothing but the purest American loyalty exists in our faculty. We have even gone so far as to eliminate the teaching of German from our courses. As head of this institution I would not permit any hint of socialistic or pro-German views to be promulgated."

Robert P. Pell, President Converse College, Spartanburg, S. C.—"I was just upon the point of writing you a letter and asking you for some details relative to the editorial in your Journal of June 24, warning our colleges against possibly socialistic teachings in the Y. W. C. A. conferences. I did not see a copy of the program before our student delegates left the college, and, in fact, have never seen one. I would like very much to secure some details so that I may, if necessary, communicate with the headquarters of the Y. W. C. A. and express myself with reference to this meeting. I heartily agree with you that we ought not, and will not, place our students under the influence of socialistic and pro-German teachings. Allow me to tell you that we are building up a summer school for the special training of social service workers in our industrial communities. We have stated very positively that our teachings and practices will be based upon the ethical and social doctrines of Jesus Christ, and furthermore will not allow any propaganda of Socialists or any other cranks to get the ear of our students. By the way, if you know of any man of wealth who would like to assist us in endowing this summer school, we would deeply appreciate it. Some of our cotton mills have already made donations."

Charles E. Wehler, Acting President Hood College, Frederick, Md.—"I am in receipt of your communication of the 30th, enclosing a reprint of an editorial from the MANUFACTURERS RECORD. I am happy to say that we have not found any socialistic tendencies or pro-German views among our students, and should there be discovered anything of that sort, I am very sure it would be promptly discouraged, for our institution stands for America first, last and all the time."

D. R. Anderson, President Randolph-Macon Woman's College, Lynchburg, Va.—"I find none of the conditions mentioned by you in your letter of June 30 at the Randolph-Macon Woman's College. We are American to the core. I am wondering if the conditions which have been reported to you from elsewhere are not somewhat exaggerated. I have every reason to believe from considerable experience in our schools and colleges that there is no more loyal band of American citizens to be found anywhere than you find in our institutions of learning."

M. W. Swartz, President Woman's College of Alabama, Montgomery, Ala.—"Replying to your favor herewith enclosed I desire to say that we here at the college are not cognizant of the movement which you say you have been advised or finding expression in the South. We had about thirteen girls at Blue Ridge, N. C., this summer, and they are still there, I think. You do not say that Blue Ridge is the place where this pernicious activity manifests itself, but we will ask our girls when school opens whether such a thing as this took place there."

"I want to say that the Woman's College approves most heartily of your stand in this matter, and also that the Woman's College in no wise sympathizes with any effort toward minimizing or palliating the heinous deeds and criminalities of Germany. We understand here full well that she got off altogether too lightly and that the ends of justice have not been met, and that there are in the present situation retributive elements which may possibly find expression to the discomfiture of the Allies. I not only speak my own convictions, but I know what our student body and faculty think. They are a unit in deploring the softness of our dealings with the most outstanding criminals of the world. I have never once heard here the least trace of a suggestion that we 'must forgive and think kindly' of the Central Powers; and one of us at least would be well content to see the question reopened and hostilities, if need be, resumed. And furthermore we believe that it is only a question of time before it all will have to be done over again."

"If I hear anything either here, or as I travel around the country, that will interest you along this line, I will certainly and quickly write. We will stand for no 'sickly sentimentalism in behalf of Germany.' Justice, exact and unequivocal, is the platform on which the Woman's College stands and has stood, and so far as I know, on which all of Alabama stands and has stood."

W. H. Frazer, President Belhaven College, Jackson, Miss.—"I have yours of June 30 inquiring as to pro-German views among the students of Belhaven College, and also enclosing the account of the Y. W. C. A. meeting at Blue Ridge, N. C. In regard to the pro-German views, I beg to say that this is not a very fertile soil in which to thrive; and even though the soil were fertile, the constant fight of the president of this institution against anything and everything pro-German would dwarf the plant, I believe, should it spring up."

"Relative to the article in the MANUFACTURERS RECORD, marked copy of which was enclosed with your letter, I am taking the liberty of making a very specific inquiry of those in charge of the convention; and in case the charge made in your paper is correct, I shall raise a howl that will be heard throughout the length and breadth of 'Y. W. C. A.-dom.' I am utterly astounded that such was the case, and yet I realize that eternal vigilance is the price of protection of our young people from such insidious things as are carried on in these 'whoop-up' conventions, for which I have very little sympathy."

In connection with this criticism of the Y. W. C. A. employing Dr. Hogue to be one of its speakers at its Blue Ridge Convention, it may be interesting to quote a letter from Rev. Henry Burton Boyd, pastor of the Park Presbyterian Church, Erie, Pa., in the course of which he said:

"In March I had the privilege of addressing the Erie Manufacturers' Association. I would enjoy the opportunity of speaking before similar bodies during this coming winter. There are big problems before use, and the men who are in charge of the agencies of production must do some straight thinking on these questions."

"I rejoice to see you hit Hogue and Ward. People of that type are getting into power in the various interdenominational bodies, and using their bomb-proof jobs to preach radicalism to our young people. The church must free herself from

these parasites ere she can fulfill her mission today. The New Era, so called, calls for courage and conviction."

Dr. Boyd is entirely correct. The time has come when the people must be awakened to a realization of the fact that radical preachers who have ceased to preach the Gospel, but have become preachers of Bolshevism, will use every means in their power to entrench themselves in so-called religious organizations in order that they may carry on their work and preach the doctrines which spell ruin to the young men and young women of the land.

Bearing on the inquiry as to the extent to which socialistic teachings are gaining a foothold in our schools and colleges, the following correspondence is of interest.

Dr. Broadus Mitchell (a son of Dr. Samuel Childs Mitchell, a Southern educator, for many years connected with the Richmond College, Richmond, Va.) is a graduate of Johns Hopkins University and a teacher of political economy at that institution. He recently was active in the organization of a Labor College, holding sessions in classrooms of the Johns Hopkins University. Dr. Mitchell teaches a class in political economy at the Labor College. Dr. Hogue also has a class at this college. In making inquiries as to the kind of influences these men were exerting at the Labor College, the George Washington Society of Baltimore developed the fact that Dr. Mitchell is in hearty sympathy with Dr. Hogue. To put them on record as to where they stand in the matter of allegiance to the Government and Constitution of the United States, the George Washington Society recently sent identical letters to Dr. Mitchell and Dr. Hogue as follows:

Baltimore, Md., July 24.

Dr. Broadus Mitchell,  
Trinity College,  
Durham, N. C.

Dear Sir—Herewith an editorial which recently appeared in the MANUFACTURERS RECORD.

The George Washington Society, organized to combat the teachings of red radicalism, socialism and forcible revolution, and to vigorously uphold and defend our Government and its Constitution, would like from you an authoritative statement concerning the charges made as to your beliefs and teachings. Please state just what your attitude and beliefs are toward our Government and its institutions, toward organizations favoring socialism, communism, sovietism, Bolshevism and the Third Internationale; whether you believe in the America we have inherited from our fathers, or would like to see and help bring about the overthrow of the Government, the confiscation of industries by the workers, the abolition of the wage system, the destruction of capitalism and the dictatorship of the proletariat.

The time has come, we believe, when it is necessary for those who assume leadership, in large or small degree, to state precisely what they are aiming at and where they stand.

Please address a reply at your early convenience.

(Signed)  
EXECUTIVE COMMITTEE THE GEORGE WASHINGTON SOCIETY.  
By ALBERT PHENIS,  
Chairman ex Officio.

To this letter Dr. Mitchell, who has a summer connection with Trinity College at Durham, N. C., made the following reply:

College Station,  
Durham, N. C., July 26.

Mr. Albert Phenis,  
Chairman Executive Committee George Washington Society,  
Baltimore, Md.

Dear Sir—Your letter of July 24 represents a demand from busybodies to whom I am by no means sure I am answerable for my opinions.

You ask for "an authoritative statement concerning the charges made as to your beliefs and teachings." In the editorial you enclose, one which you have previously sent me, I see no charges made against myself, so I am at a loss to know just what you mean.

"Red radicalism," "socialism," "communism," "sovietism," "Bolshevism" and "Americanism" are mentioned by you with much assurance, as well as "our Government and its institutions." If you will kindly give me your considered definition of each of

these, so that I can know whether we are talking about the same things, I shall be pleased to make reply to your request to have my "teachings."

Very truly yours,  
BROADUS MITCHELL.

(Copy of Reply.)

The George Washington Society,  
Baltimore, Md., July 30.

Dr. Broadus Mitchell,  
Trinity College,  
Durham, N. C.

Dear Sir—Your letter at hand.

This is no time for equivocation, persiflage or hairsplitting definitions.

You are either for the Government or against it. If you are for it, your patriotism would find abundant occasion for expression in reply to the inquiry this society addressed you. If you cannot stand four-square with us in opposition to socialism, radicalism and all kindred foes to the kind of government provided under the Constitution of the United States, your influence and your teachings are precisely of the sort this society has been organized to combat.

Yours very truly,  
ALBERT PHENIS,  
President.

At one Southern college the administration is by public advertisement taking pains to squarely state its freedom from taint. And this brings to mind the suggestion recently made by a Baltimore business man in private conversation that it might not be a bad idea for every school, college and university in the land to fly its colors in every advertisement it puts out. The suggestion was that some emblem or device might be agreed upon which would be the badge of clean, American, Christian instruction. In any event, and by whatever effective method preferred, the unsafe and unsound institutions of learning and the individual instructors should be branded for what they are, so that no parent might run the risk of unknowingly committing an impressionable, unformed mind to the care of atheistic, socialistic, Bolshevistic influences. Along this line there can be no doubt where the Hampden-Sidney College stands. Its advertisement follows:

#### "IS THE YOUNG MAN ABSALOM SAFE?"

##### "A WORD TO PARENTS.

"A wealthy man in the South recently allowed his son to go to an educational institution that has many attractions. The boy returned from college stripped of his Christian faith—his beliefs destroyed under the influence of scholarly teachers, who are also skeptical gentlemen.

"The awakening of this father to the vital importance of a safe college for his son has come too late. Like David of old, he is broken-hearted—after his son Absalom is no longer safe.

"For what doth it profit a boy to make his team and gain his college degree at a 'leading institution'—and lose his soul?

"If a boy is safe anywhere, he is safe at Hampden-Sidney College.

"The members of the faculty are scholarly teachers, who are also Christian gentlemen. The students come into close and daily contact with these teachers, for the classes are kept small in order to give individual instruction and attention—something vitally needed and seldom given in the freshman and sophomore classes. New and untrained boys are not turned over to untrained 'instructors' and 'assistants.'

"It is an unequalled asset in preparation for any business or profession to have, under the instruction of an able and consecrated Christian teacher, two years of intensive study of the Bible itself as the very Word of God, and to be taught a psychology and a philosophy of life that are not saturated with the materialistic evolution that hangs like a deadly mist over so many colleges and classrooms.

"The atmosphere of culture, scholarship and Christian ideals makes its appeal to those who care.

"If you are interested, write

"THE REGISTRAR, HAMPDEN-SIDNEY, VIRGINIA."

We commend this statement of the Hampden-Sidney to every college, male and female, which holds that the up-building of character is the highest work of education.

## NO DECLINE IN COST OF BUILDING EXPECTED WITH THE COUNTRY SHORT \$3,500,000,000 WORTH OF NORMAL CONSTRUCTION.

**B**UILDING companies of national reputations have been making exhaustive investigations and studies of the building situation. Their conclusions show little likelihood of a reduction in building costs for some time to come.

Many manufacturers and property-owners who were considering new construction work needed for additional space, but hesitating to build because of high prices, have sought information as to "When will building costs be lower?" In an endeavor to answer this question, the George A. Fuller Company of New York has issued a booklet containing the opinions of its experts as to the building situation.

Three conditions under which reduction in building costs can be brought about are cited—a reduction in demand, a reduction in wages and a reduction in the price of building materials.

The Fuller Company states that in view of the building shortage in the country resulting from the slowing down of all building for non-war purposes during the war, there seems little hope for a reduction in building costs due to reduced demand. It is estimated that the country at large is short about \$3,500,000,000 worth of normal building construction, indicating the building program to be 18 to 21 months behind.

Considering the present attitude of labor, it is believed that there is little chance for a reduction in building costs due to lower wages, for 85 to 90 per cent of the cost of all building materials is said to represent labor costs. The rate of labor wages in the building trades has risen steadily during the past seven years, and unless wages go down no substantial reduction in the price of building can be seen. Labor is living on a higher plane, demanding more of the comforts and conveniences of living, and, therefore, without a struggle that would demoralize economic conditions labor will continue to command a higher scale of wages. Scarcity of labor is another factor in keeping wages high. Stimulation of all manufacturing during the war and after, development of new industries employing large numbers of men and practical suspension of immigration since 1914 have brought about the shortage.

Since January 1, 1920, the price of brick has risen in New York from \$25 to \$33 per thousand; lumber from \$58 to \$72 per thousand feet board measure; steel from \$95 to \$135 per ton, and other materials in similar manner.

The George A. Fuller Company believes that the country is so far underbuilt that prices have become subsidiary to necessity, and advises its clients that:

"If they need additional building facilities and the conditions of their business justify the expenditure, it is far wiser to build now and enjoy the benefit of the improvements than to wait and lose the use of this money-making space for several years and then build at costs which may be even higher than those of the present time."

Authorities of the building industry agree that high building costs will continue for some time. However, any general slowing up of business, if the country should suffer such a misfortune, is bound to affect the cost of materials and labor; but it is thought that the decline in building costs will be small and trail behind other commodities because of the great demand for building space, which must continue until the shortage due to the war is relieved.

As an evidence of the volume of building which is being done, despite high prices, the Fuller Company reports that it

now has under construction more than \$32,000,000 worth of work contracted for since the first of the current year, which makes the total amount of work now on its books more than \$60,000,000.

Another large building concern, the Abertlaw Construction Co., of Boston, in the Wall Street Journal, also takes the view that lower building costs seem a long way off, and proceeds to answer the question, "What force can be exerted that will produce a decline in the cost of building?" After emphasizing the demand for building construction, increased cost of labor and materials, P. F. Ayer, chief planner of the company, says:

"There is just one measure that may be looked to for reducing the cost of building as well as the cost of everything else. That is greater efficiency in production—more accomplishment per man per hour. In construction work this can hardly mean greater speeding up of individuals, except as more and more mechanical plant may be utilized to minimize hand labor. In general, however, it will mean increasing skill on the part of management in so planning and conducting the work of the men on a job that waste time and waste motion are eliminated."

We think the estimate of the Fuller Company that there is a vacuum of at least \$3,500,000,000 in building needs to be filled up is conservative. This country has really not kept up its building work since the panic of 1907. For 13 years now we have done far less than our normal building. In the meantime, the vast increase in the wealth of our people and the growth of population, the conversion of thousands of dwellings into shops and stores, the creation of the automobile industry, itself one of the miracles of the ages; the growth of travel, which overtaxes all hotels, have all combined to make an enormous demand for dwellings and hotels and business houses generally. This situation daily grows more acute and really more dangerous to the country. Similar conditions exist in England and throughout Europe. We were never able to see how any intelligent man during the last three years could have looked for anything else. Long before the armistice we constantly pointed to the certainty of an enormous shortage in buildings and to a steadily rising cost of construction work. Three years ago we advised our readers to go ahead on all projected building operations, and we have never varied our position since then, nor can we find any sound reason for doing so now.

## AN AMERICAN PROGRAM FOR AMERICAN SHIPS.

**T**HERE are evidences of an organized movement to discredit Admiral Benson, chairman of the Shipping Board, and compel a revision of the Shipping Act, particularly Section 28. Foreign interests have made threats and some Americans, we regret to say, have been intimidated or cajoled into advocacy of a policy which would prevent proper protection by the nation of its own shipping. There is an attempt to show that differential export rail rates constitute an unfriendly action, that they are unfair and that the United States ought not to succor its own shipping by such means. The truth is, of course, that the employment of such forms of encouragement is altogether within the proper prerogative of national authority. The contention otherwise is an effort to take advantage of a presumed ignorance on the part of the American people in shipping matters.

Admiral Benson is standing squarely on an American platform. His efforts are being devoted solely to the honorable, but certain, upbuilding of the American marine. He is well able to take care of himself at sea or ashore, but it is well for the American people to be warned aforetime that they may have no hesitancy later on in rushing to the support of his program and the sound Americanism of which it is a feature.



## Business in the Future Dependent Upon Ethical and Religious Advancement

A RECENT editorial takes the ground that business papers, if they are true to their responsibility, must discuss the great moral and political issues of the hour, since all business depends upon the movement of politics and all human affairs upon ethics and religion, which teaches that all men, employers and employees, buyers and sellers, competitors for trade, producers and consumers, must, if they would follow the highest ethics and do the things which will lead to the largest happiness of all, do unto others as they would that others should do unto them. Commenting on that editorial, The Wall Street Journal says:

### Finance, Business and Ethics.

"Not for the purpose of publishing a complaint, or of 'explaining' the Wall Street sermons published in these columns, which were necessarily self-explanatory or nothing, is the following extract from the MANUFACTURERS RECORD quoted, but for the question it puts:

"The Wall Street Journal has for some months been publishing on its first page a remarkable series of sermons by laymen, in which it has been preaching with a power not surpassed by that of the pulpit the fundamental truths of religion as they relate to world business affairs. We wonder if any of the readers of The Wall Street Journal, like this one who objects to our discussion of religious questions as they affect business and world affairs, has ever taken issue with The Wall Street Journal's wisdom in publishing its daily sermons."—MANUFACTURERS RECORD.

"Some readers of The Wall Street Journal, but no subscribers, took exception to the sermons presented in what they considered an unsuitable environment. There are no more assiduous readers of the paper than the leading Socialist publications, especially those camouflaged under some title with the word 'labor' in it. These did not take the intelligible ground that Wall Street needed preaching, if it were not indeed past praying for. They worked up considerable indignation because the sermons demonstrated that labor, like capital, had duties as well as rights.

"The MANUFACTURERS RECORD is in error in assuming that these sermons were published daily. This would mean 300 of them in a year; and it may be doubted if there is that much sermon material which could be presented without repetition. The late Dean Liddon, one of the greatest preachers in the Church of England, once said that a first-class man could preach 20 sermons a year; a man of earnestness and some intellectual endowment might preach one a week, while a fool could preach any number.

"The sermons were presented, and probably will be in the future as practical expression of the indubitable fact that finance itself must be founded upon the eternal verities if it is to survive. This is why editorial discussion in these columns is catholic, in the sense of universal. Not only is the wheat market, for instance, interested in the Government crop report. It ought to understand the psychology of the farmer and of his hired man, the effect of immigration laws or inflated prices or wages upon the relations of farm capital to farm labor.

"As the farmer's product has a world market, the effect of Bolshevik government, not only on the wheat production of the Ukraine, but upon the Russian peasant proprietor and world workers generally, is every bit as important to the grain market as the bare figure to which critics who feel themselves touched on the raw by the lash of the preacher irritably demand that we should confine ourselves.

"When we talk of our empty churches, is it not rather a problem of empty preachers? The experience in these columns at least has been that here is an overflowing and attentive congregation when the preacher has something to say."

Immediately after reading the foregoing in The Wall Street Journal the leading banker of Baltimore phoned the MANUFACTURERS RECORD and asked if we would not emphasize the truths thus expressed "as helpful to the business interests of the country." He added that many of the preachers of today are preaching "isms" which are uninteresting to men, and that if they would get back to the preaching of the old Gospel without the coloring that some give to it, there would be no difficulty in drawing the people to church. He attributed much of the turmoil and unrest of the hour to the

fact that men were driven away from the church by the failure to preach the old, old story of the Gospel, for which the human heart is ever eager. That is the view of Baltimore's leading banker, and that is his appeal to the MANUFACTURERS RECORD to seek to awaken a revival of old-time preaching of old-time religion instead of the twaddle heard in many pulpits. Men hungry for the truth listen often to the veriest rubbish from the pulpit on economics, questions by men who know nothing about what they are saying. And who can blame them for staying away from church?

For 15 years or more the writer has heard from time to time one of the world's greatest preachers. Never in all that time has he heard this man discuss in the pulpit any of the religious isms of the hour; never has he heard him discuss politics or economics or anything except the simple story of the Gospel, and wherever he preaches the church is crowded to overflowing. And other churches would be crowded if they had the same kind of preachers.

Because our Baltimore banker asks the MANUFACTURERS RECORD to continue this discussion, we reiterate the fact that the greatest question which secular papers can discuss if looked at purely from the business point of view is that which relates to religion as the only solvent of the world's chaotic conditions.

Bolshevism is a definite denial of God. The Bolshevistic doctrine is "to hell with all government, all churches, all synagogues," and unless Bolshevism is stemmed by Christianity, all the business interests of the world will be swept into the vortex of eternal ruin. Every man, therefore, however small or great his worldly possessions, must be made to realize that Bolshevism is a desperate living danger, a blood-sucking tiger seeking to sink its fangs into the very heart of civilization, and that it must be faced and conquered, or else we shall sink back into barbarism, just as happened to many splendid civilizations of the past.

In discussing the same editorial, the Greenville (S. C.) News said:

"The MANUFACTURERS RECORD is generally recognized as one of the foremost business publications in this country. And that means in the world.

"It has a very able editor. He is a man of strong convictions which result from vigorous thinking on abundant, varied and generally accurate information. He doesn't hesitate to express his convictions in strong language. By strong language we mean that which sets forth clearly and forcibly strong convictions based on vigorous thought.

"He has lately been taken to task for mixing up religion, prohibition, the League of Nations and party politics with his writings on business. He claims, in defense, that these things are mixed up with business, and that they should not be separated; that it is impossible to separate them. He asserts that it is an important part of the mission of the business and secular press to deal with them directly and forcefully, since it, more than any other agency, is a moulder of thought and a maker of convictions.

"While he speaks right out as one having authority, we do not suppose the editor of the MANUFACTURERS RECORD claims infallibility. He doesn't seem to object to other people holding contrary opinions and convictions, and when they are brought to his attention he discusses them calmly and rationally. He is doubtless willing to admit the possibility of being in error himself. But he is usually right, and on this point he is distinctly so.

"It is no duty of the business and secular press to discuss the doctrinal points of religion about which theologians themselves cannot agree, nor to devote time and space to vague idealism, nor to be too unreasonably and bitterly partisan in politics. But religion, idealism and political theories and practices as they affect every-day life, of which business of all kinds is a vital, if not the principal part, is as much its business as detailing the news of the day, giving market reports or describing and advertising business operations.

"For ethical and idealistic business is the only kind that is

worth while. And political parties with resulting government that regulate and promote that sort of business are the only kind worth while. The business man who divorces his business from righteousness and from good will, which is simply harmony with the best human ideals, merits and meets condemnation and failure.

"For the essence of ethics is service. And the only idealism that arrives at realization is that which serves. The present-day conception of politics and government is also service. And business is service. Who will say that what serves the spirit of man is less important than that which merely serves his body?"

"The editor of the MANUFACTURERS RECORD is wholly right in contending for high ethical standards in business for every-day religion. But he is wrong on the League of Nations and the Democratic party."

The News is quite correct in saying that the MANUFACTURERS RECORD does not claim infallibility, nor does it accept infallibility of any man or any party, and therefore it holds to its right to oppose the League of Nations and to oppose President Wilson's demand that we should be forced to accept his League of Nations covenant without the change of the crossing of a "t" or the dotting of an "i."

The League of Nations is a tremendous business question; it is a great issue upon which our national sovereignty is staked, and it therefore is appropriately discussed by the MANUFACTURERS RECORD, and when either party follows a course which we believe will injure this country, be it the Democratic or the Republican party, we shall criticize its blunders just as we have done for nearly 40 years.

## SOUTHERN COTTON MANUFACTURERS AND THE PRICE OF COTTON.

ON July 20 the following letter was sent to every cotton mill in the South by the editor of the MANUFACTURERS RECORD:

To the Cotton Manufacturers of the South:

The recent International Cotton Congress at Zurich, Switzerland, developed the same tendencies which have existed in the cotton-buying centers of Europe for a hundred years, namely, to beat down the price of cotton, or, in other words, secure the largest possible amount of cotton at the lowest possible price.

The history of cotton manufacturing in Europe since the days of the Napoleonic wars has been to get from cotton-growing countries as much cotton as possible, but at as low a cost as possible.

Some of the facts in connection with the Zurich convention of June will be found in the following reprint on pages 3 and 4 of statements made then in furtherance of the position taken in the cotton congress at Zurich in 1904.

The cotton manufacturers of the South have before them a very great opportunity to render to their own section, and thus to this country, a service of inestimable value. *The cotton growers are their own people.* The prosperity of the growers means the prosperity of every interest in the South. It means better roads, better schools, larger religious activities and everything which makes for better homes and the advancement of the people. With a few notable exceptions, cotton manufacturers have rarely defended a higher price for the raw material, leaving to the cotton growers themselves the struggle to secure a price commensurate with the cost of production. There are a few outstanding New England cotton-mill men who have frankly said that they believed the Southern cotton grower was entitled to a better price for his products, but very many of New England's mill men have taken the same position as the European cotton manufacturers, and always called for more cotton, but cheaper cotton.

A few days ago one of the leading cotton-mill men of the South controlling a large number of mills said, while in Baltimore, that during the last 12 months he could have paid 75 cents for cotton and his mills would still have made a very large profit. The prosperity of the cotton mills of the world—European, Oriental and American—is a substantial proof of the accuracy of this statement. In view of the fact that the prosperity of the Southern cotton grower has already greatly lifted the burden of poverty from the South, and that the continued prosperity of the growers would carry forward every material, ethical and educational advancement of the South, is it not worth while for Southern cotton manufacturers to take the lead among textile

people of the world in saying that the Southern grower should be entitled to a full and fair price?

Southern mills have made great profits, greater than they ever expected to make, and sufficiently great to have justified a very much higher price to the cotton grower, but they were buying cotton on the basis of what the world was paying for it. If they would now take an active interest in supporting the efforts of the growers to diversify their crops, to raise more foodstuffs and to secure for their cotton a price commensurate with the cost of production and with the world's consumption, they would prove philanthropists in the largest sense, while at the same time showing a broad wisdom from the purely business point of view, for unless the Southern growers do get a profit commensurate with the intrinsic value of their product, cotton growing in the South will be lessened to the disadvantage of the manufacturers of this and of other countries.

The time seems to have come in human affairs when the consumers of the raw material shall no longer try to force down the price to the producers, but when every man shall recognize his responsibility to do unto others as he would under similar circumstances have others do unto him. In the light of this Divine teaching, is it not incumbent upon the cotton manufacturers of the South to take the same interest in the welfare of the producers, and in their having better homes and better living conditions, which they have taken in regard to their own operatives?

For 30 years I have insisted that the cotton mills of the South have done more for the betterment of their operatives than any other industry in the world. I believe that this is unquestionably true. In a broad sense, the cotton mills have been missionaries of the gospel of education and better living by creating employment for those who would have been in dire poverty without this opportunity.

The cotton mills are as dependent upon the producers of cotton as they are upon their own operatives. As leaders in thought and activity in the South, may it not be worth while for Southern cotton manufacturers to take the part of the producers as against the effort of cotton manufacturers elsewhere to break down the price of cotton, and to insist that the South is entitled to full prices for its cotton based on the cost of production, on the natural monopoly which it enjoys, and on the world's shortage in cotton?

On any or all of these points I should be glad to have your views for publication.

To this letter sent to 917 cotton mills we have had two replies only, and one of them was marked "not for publication," but the writer of it protested against the statement of a mill man that he could have paid 75 cents for his cotton and still have made large profits. We did not suggest that all mills could have done so. We merely quoted what one manufacturer had stated as his own case, and suggested that the profits of the world's cotton mills seemed to have supported his view. We did raise the question if it was not incumbent upon Southern cotton manufacturers, in the interest of their own sections, to take a stand against the efforts of European spinners, continued now for a century, to break down the price of cotton, even if for their direct benefit, by insuring continued cotton production equal to the world's needs. Are the cotton manufacturers of the South unwilling to discuss the questions raised or to express any opinion pro or con on the subject? Only two replied to our letter. Where are the other 915?

Harvie Jordan, secretary of the American Cotton Association, to whom a copy of the letter to cotton mills was sent, in acknowledging receipt of it writes:

"I have read the entire statement with a great deal of interest, and wish to thank you for the splendid manner in which you have handled the subject.

"You are perfectly correct in your position that the cotton mills, more especially of New England and Europe, have for years combined in every possible way to hold down the price of raw cotton. The widest possible circulation should be given to your splendid statement, and I hope that the cotton growers of the South will be organized and, co-operating under the wise leadership of the American Cotton Association, will maintain the price of cotton at a fair and reasonable value above the cost of production, or else turn their attention to some other system of production that will make the great agricultural habitation of our section more profitable and prosperous."

## The Government's False Policy of Seeking to Break Business Down to the Level of Existing Transportation Facilities Endangers All Business

UNTIL the passage of the Transportation Act, the theory of Congress was that railroad facilities were adequate for all business and it was made the duty of the Interstate Commerce Commission to see to it that there was no discrimination in service as between shippers. Under that theory the system of rebates was abolished, and the whole institution of privilege in transportation was toppled over.

Under the Transportation Act, a new policy is given life. It is that the facilities of the railroads are not adequate and that discrimination as between shippers is permissible. The Interstate Commerce Commission, which was organized to prevent discrimination, is now made the instrument for compelling discrimination. Transportation has ceased to be a right and has become a privilege.

The policy of the Commission must be judged by its orders. It makes no broad statements of policy other than through its orders. It employs, quite properly, no publicity agent either to sound its praises or to defend its activities. It is what it is. A very close study of its attitude, however, justifies very accurate characterization of its program. There is little likelihood of contradiction if it be said that the Commission:

1. Believes that the railroad facilities will not be equal to the traffic offering for some years to come.
2. Considers that it has a mandate from Congress to allocate such facilities as there are, according to its judgment.
3. Plans to employ priorities and embargoes for an indefinite period.
4. Is undetermined whether or not to utilize this power as a price-fixing factor.

There is thus a delegation by Congress to the Commission of such supreme control over the business of the nation that the President himself may at any time find his Administration policies vetoed by the Commission. To illustrate, it is well known that the President has made definite commitments as to supplying certain European nations with coal. Nevertheless, it has been within the power of the Commission to prevent absolutely the export of coal. The spectacle has been witnessed of the Department of State, literally hat in hand, begging a subordinate branch of the Government not to adopt a program which would dishonor the nation's pledges.

Those who are pleased to think that they have been fighting against socialism and concentration of life-and-death control over industry in Washington may find it profitable to examine conditions as they actually are.

Finance and transportation are the nation's business lungs. In finance, an authority so complete is already resident in the capital that we find the Comptroller of the Currency gloatingly stating that by a mere waving of the hand the unused lending power of the Federal Reserve banks, already \$750,000,000, could be increased to \$2,500,000,000, although legitimate enterprise of all kinds has for months either been deprived entirely of credit or forced to get it at the usurer's counter. It is a Government board which has deliberately

dishonored national obligations by forcing war bonds far below par. It is a Government board which has made credit tight, by decree, and undertakes to apply cold or heat, as it will, to the business barometer.

We have, then, admittedly, a complete Government control of the banks. But it is not a mere board control, since the President, through the Secretary of the Treasury and the Comptroller of the Currency, can and does virtually determine the policies of the Board.

In transportation, there is a board with even more autocratic powers than the Federal Reserve Board possesses. If one month it happened to say to construction interests that they could not ship their materials, it might the next month say to the cotton interests that they should not ship. No industry is exempt. It holds the well-being of them all on its lap. No business can proceed with the absolute certainty that it will be allowed to get its goods to market. It must find out from Washington what priorities and what embargoes are in effect. That this tremendous power would not be arbitrarily used ordinarily is true enough, perhaps, but it exists. It has been used violently and it will be used violently again. Nor is there any appeal to the courts. The Commission itself is the judge of when an emergency exists. It of itself decides when it shall be allowed to exercise virtually supreme authority.

It is idle to talk about the danger of Government control of industry when it is already in effect. When the Government can decide what industries shall have money and what industries shall have transportation, it can decide what industries shall exist. So it begins cataloging industries into those which are essential and those which are non-essential and slowly brings into being a system of caste in industry.

We doubt if the power to regulate interstate commerce carries with it the right of Congress to delegate preferential powers to any board. It is a moot question and it is being submitted to some of the leading attorneys in America for an opinion. If they conclude that Congress has exceeded its authority, the courts will be appealed to. They ought to be appealed to.

We do not believe that the supreme authority of sovereignty can be invoked and applied through private instrumentalities. The American people may be willing to endure a great system of preferences in transportation if it is operated through Government agencies solely, but when public carriers are in private hands they must be able to offer service on equal terms to all. Otherwise there is a contradiction in principle.

What has happened is that a non-partisan coterie, deliberately or through ignorance, has been led into advocacy of the Wilsonian theory of complete control of industry through Government boards. We have even so eminent a Republican as Senator Frelinghuysen advocating a coal policy that would unquestionably have the enthusiastic endorsement of the Wilson-Garfield school. And industries which are momentarily



aided by the policy of concentrated control accept the benefits accruing without apparently weighing the inevitable result.

Just how fatal the system can become is illustrated by the coal policy of the Interstate Commerce Commission. In June, it issued its first drastic coal order. Then it discovered that it had been using 14-inch artillery to repel a mosquito. It had to modify and remodify the original order, as otherwise it would have created a panic by causing the iron and steel industry to close down. The whole history of the case simply proved how impossible it is for a board sitting in Washington accurately to assess conditions the country over and cure them by administration of a panacea.

But there is another issue of almost equal importance. So long as the inefficiency of the roads can be hidden behind a Government board there will be no efficiency. In the old days, in case of traffic congestion, a railroad management got busy and by herculean efforts cleared the lines. Today, the management gets busy in Washington instead of on its track. Where once service was sold, there is now a barter in excuses. The answer to inefficient management is an order from the Interstate Commerce Commission permitting the road to shift the cost of its inefficiency to the shoulders of industries along its lines which "are not so essential."

We find, for instance, in the "Report to Governors of Six New England States on Present Fuel Crisis in New England," the statement that "our New England railroads for many years have not undertaken or fitted themselves to draw this extra (coal) tonnage, and the utmost they can hope to haul through their Western gateways is not over 44 per cent of the total requirements." That is a cumulative inefficiency, persistently adhered to, as in the same report it is alleged that New England roads have been able to keep going only by "begging coal from manufacturers." If management of that atrocious sort can hide its blunders by securing a federal order penalizing the business of half the nation to make good the error, why suppose that there will be permanent improvement?

It is alleged that there is no incentive for efficiency, since profits are limited under the Transportation Act. With competition reduced to service only and no financial return to come from better service, what use to expect better service? That is a feature of the case which will have to be considered later on. It is one of the issues that arises inevitably from the attempt to fasten political Old Men of the Sea on the back of every industrial Sinbad.

The Interstate Commerce Commission is loyally carrying out what it considers to be the mandate of Congress. For the first time in a rate case, it has made the requirements of the roads its first consideration. It has put into effect the new principle that the roads are entitled to a decent return and fair payment for service given. We believe that American business could better afford to pay 100 per cent increases than to continue to have bad service.

So, too, the Commission is probably correct when it takes the view that Congress has recognized the inefficiency of the roads and has ordered that business be restricted to fit the vehicle of transportation. We doubt if many members of Congress thought of it in that way, but that is certainly how the law reads. Who could have dreamed that so unAmerican

a principle would ever be incorporated into the body of the statutes?

The first method for relief is to determine if Congress was within its Constitutional rights in delegating to the Commission its rights which it is doubtful if Congress itself possesses in time of peace. Such an appeal to the courts, we understand, is now being arranged.

The second course is to begin promptly the education of the American people on the transportation question and to build up a public sentiment sufficiently strong to assure a revision of the law.

We recognize the dangers inherent in a reopening of railroad legislation. But it is not to be avoided in any circumstances. The very formidable proponents of Government-ownership are loading themselves with new ammunition. They are going to make an appeal to Congress, not for a modification of the law, but for its overthrow, and they are going to base their plea on the fact that, by admission of the railroad managers, the active intervention of the Government to legalize discrimination, was and is essential to keep service going. They are going to claim that private ownership has failed because it has resorted to public management.

There is but one answer to that sort of propaganda and that is the determination of the railroads, now that increased rates are available, to meet their own problems. They themselves should protest against priorities; they themselves should urge that the Transportation Act be modified; they themselves should insist that the power to declare what amounts to martial law in transportation and the right to manage transportation under that declaration should not reside in the same Board, if the power be delegated at all. They must substitute efficiency for privilege, for what Government control means is privilege—privilege so gross that only Government could enforce it.

When you put business under a Washington "mandate" you enslave business, and when you enslave business you invite disaster to your banquet.

## DEAD.

"THE Interchurch World Movement will have to get a good deal closer to the facts of industrial life and will have to take much closer account of public opinion if it expects to make much progress with its effort to develop opinion on the steel strike or on conditions in the labor world in general. About the best that can be said of the document is that it seems likely to be quite as objectionable to organized labor as it is to the employers in the steel industry."—New York Journal of Commerce.

Doesn't the Journal of Commerce know that the Interchurch Movement is dead, leaving behind it a stench which all the "odors of Araby the blest" cannot destroy? Even though some rank Socialists in the organization may hope to deceive the public by clinging to the name, the thing itself, born in deception, has been buried.

## FORCED AGAINST HIS WILL TO STRIKE.

A NEGRO plasterer—and a very good one, too—in a Southern town who is making \$8 a day writes that the union has called a strike, and that while he is entirely satisfied and does not want to strike, he will have to do so because the officials have ordered a strike.

Here is mental and physical slavery. This man, a good, honest workingman, getting large wages, wants to keep on working, but is being forced into idleness by the command of walking delegates or officers whose hold on office depends upon stirring up strife.

Against such an accursed system this country must unite for the open shop and fight the whole matter out once and forever.

## The Voice Is the Voice of Jacob

**"T**HIS newspaper conceives that the League of Nations is the best plan ever devised for the promotion of international peace. It is not interested in it for any other reason. We are not so blindly partisan as to regard it infallible only because President Wilson had a hand in its construction. We are fair-minded enough, however, to believe that the plan is not weakened by the fact that his wonderful idealism is written into it and through it. We believe in it because it is an instrument of civilization against the past devices of barbarism, because it is set in an atmosphere of Christian ethics and embodies the resolutions of the whole world against the old pagan conceptions of government by which we have been chartered heretofore. We believe in it because it will tend to minimize the possibilities of war, and we hold that the sovereignty which its critics claim we must surrender is not worthy to be compared with the benefactions which will be received. We believe in it because the greatest patriots of America believe in it and are agreed that it presents not merely a duty, but a glittering opportunity for America, through it, to assume the leadership of the world. We believe in it because it is the only prescribed remedy for steadying Europe and bringing that continent to its senses and to rational recuperation. We believe in it because it is the seal of the covenant we made with the boys who went to war for this Republic and who spent their blood 'to make the world safe for democracy.' We believe in it because all the Tory, Junker, Chauvinist, militarist groups not only in America, but in the whole world don't believe in it and because all the Bolshevik, revolutionary, anarchistic groups of every country stoutly antagonize it. We believe in it, finally, because it represents our final payment in the European entanglement which America's presence finally solved.

"We had no more business associating ourselves with European nations in the war than we have a duty now to remain associated with them in negotiations for peace. The one duty is as clear as the other. Our word has been given—and none there was to raise a protest when it was given—that America would continue its camaraderie with Europe in the new compacts of peace and bind ourselves up with them to keep the articles of peace and international friendliness. We believe in it, therefore, because to leave our European associates now would be a desertion as contemptible for America as it was when Russia pulled out from them in the midst of the war.

"If the MANUFACTURERS RECORD has such an array of reasons for opposing the League, we should like to learn of them."—Charlotte (N. C.) News.

In any forum where generalities are given precedence over facts the case for the League of Nations might win a verdict. Because they know that humanity, since the days of Christ, has looked longfully toward an era of universal peace, when the nations shall lie down like lambs together, advocates of the Wilson League wantonly and unblushingly declare that this particular covenant is the thing to which all the ages have been leading. A charter of such eternal importance, we should judge, should be of sufficient merit to invite the closest scrutiny. But whenever the acid test of fact is applied, to determine if this bulk of pure gold may not in fact be a "gold brick," the apologists for it begin sounding their tom-toms and confound reason by a babel of noises.

The Charlotte News, following the established custom, has painted a beautiful picture of an imaginary league. But the Wilson League does not fit the definitions. It is a case of mistaken identity.

Because the Charlotte News statement, however, is about as strong an argument in favor of the covenant as has appeared, representing in massed array a number of the fallacies which those ignorant of the covenant love to mouth. It may be worth while to examine some of the statements and see if their credentials are such as to warrant their admission as evidence.

The News says that "the League of Nations is the best plan ever devised for the promotion of international peace." It might be that and yet be worthless. The test is not whether it is the best plan yet formulated, but whether it is a good plan. We doubt if it is even the best plan. The Holy Alliance was doubtless just as good, and we are old-fashioned

enough to believe that the Sermon on the Mount was a better one. However, that is merely a question of opinion, and we may be wrong.

The News says that the plan is not weakened because President Wilson's "wonderful idealism is written into it through and through." We wonder where General Smuts originated the plan. Mr. Wilson has never claimed authorship. His chief contribution was Article 10 of the covenant. If by "idealism" our contemporary means "sacrifice," there is much evidence in the covenant that American principles and interests were repeatedly and unnecessarily sacrificed. America, too, has ideals, and some of us who are American idealists have been wont to believe that they are ideals far better worth being true to than a dream of a central oligarchy maintaining world peace by force.

"We believe in it because it is an instrument of civilization against the past devices of barbarism; because it is set in an atmosphere of Christian ethics and embodies the resolutions of the whole world against the old pagan conceptions of government by which we have been chartered heretofore."

For sheer recklessness of misstatement we have never seen anything to equal that. The idea of a League of Nations is a pagan conception. The Greeks tried it. So far as written history is concerned they originated it. Peace by alliances is older than our civilization. But how any sensible and informed person can talk about the covenant being "set in an atmosphere of Christian ethics" is more than we can comprehend. God was everywhere in the minds of the founders of this Government, but the makers of the covenant deliberately, despite urgent protest, decided that they had no time to invoke the aid of the Almighty and they vetoed the Deity out of the covenant. Christian ethics in an instrument the makers of which refused to recognize Christianity because it might offend heathen nations, Shintuism and Mohammendaniam! The covenant knows no God and no God knows the covenant!

We ask the News now, specifically, to state on what grounds it bases its contention that the covenant is set in Christian ethics. Let us have done with all this misrepresentation. Christ is in the covenant or He is not in the covenant. God was invoked or He was not invoked. Let the News, in behalf of all those who say that the League is a Christian thing, tell why it thinks so, or confess the truth and abide by it. Here, at least, is a direct issue which can be brought to an Appomattox.

The News says the League will tend to minimize the possibilities of war, and that the tendency in that direction is worth the sacrifice of such sovereignty as we should lose. We do not care to argue the point.

Let those who wish to alienate American sovereignty go their way. So far as we are concerned the point is not debatable.

But it may be worth while to ask under what authority the President of the United States, by himself or in conjunction with the whole Congress and all the rest of the Government situate in Washington, contemplates an alienation of sovereignty. The people have delegated that right to no representatives and to no instruments of Government. It is a right inherent in the people themselves, to be exercised by them only, for alienation of sovereignty is a change in the form of government. It is revolution, however peaceably attained. We have always believed that the Supreme Court would have declared parts of the treaty null and void even if the Senate had ratified it. The Constitution is greater than any President or any Senate, or both combined.

The assumption that the greatest patriots in America be-

lieve in the League as written is purely gratuitous. There are some patriots for it and some against it, but of those prominently for it as written in the beginning almost all have since favored reservations. Wherein the covenant gives America opportunity to assume the leadership of the world we do not know. The text gives the British Empire six votes and the United States but one in the League Assembly, but such a detail, we imagine, is so practical that only those without souls would give it significance, to judge from our contemporary's attitude. If America cannot have world leadership because America deserves it, America is not likely to attain world leadership by contract.

As a prescribed remedy for steadying Europe, the League hardly warrants applause. Europe is a seething mass of war, and if America had been a member of the League and her resources therefor to be relied on, our sons would be fighting in Europe at this moment, without the consent of Congress. It may be that they ought to be there fighting, but surely not unless by specific act of the war-making authority. There is no legislative cure for Europe.

The statement that we made a covenant with the boys who went to war and that the Treaty of Versailles is the covenant is simply untrue. Most of the boys had been conscripted before the 14 points were ever heard of, and we say without fear of contradiction that President Wilson had not even formulated in his own mind any plan for a league of nations so late as July, 1918.

The News loves the covenant, it says, because of the enemies it has made, and it lists among those enemies pretty much everybody in the world, except the millions of God-fearing, country-loving gentlemen who believe that the American system of government, American ideals and traditions, represent a contribution to human progress far more valuable than the conjectural advantages of the Wilson League. Of course, all the militarists are not against the League, but most of the revolutionists are. They are influenced, perhaps, by the fact that had the League been in existence in 1776, the independence of the United States could never have been achieved, and the whole of South America would still be under foreign heels. Strange that a nation which for a century maintained the Monroe Doctrine to keep America free from European intrigue should be falling over itself in 1920 to get under European domination.

Perhaps it is foolish to argue with a contemporary which seriously says that our word has been given to join in this "compact for peace." The Allies say not so. Viscount Grey answered that criticism last January. How often of late has it been necessary for foreigners to acquit us of the bad faith of which some of our own citizens insist we have been guilty?

But the News says that our pledge was given "and none there was to raise a protest when it was given." Those who sat in the Senate gallery, in the dying moments of the Sixty-fifth Congress, just previous to the President's second trip to Paris, and heard Senator Lodge, in that dramatic hour, serve, in the name of himself and sufficient other Senators to constitute a vetoing majority on ratification, notice both to the President and to the whole world that the League as proposed would never be sanctioned by the United States, will be amazed to learn that "none there was to raise a protest." In all the annals of American history no more solemn protest and warning was ever given.

The only responsible person who believes that we are confronted with the dilemma of accepting the covenant or deserting Europe appears to be the President, although, of course, there are some politicians tied to the tail of his kite. Billions have been poured into Europe from this country since the armistice. There has been no desertion.

The reasons of the MANUFACTURERS RECORD for opposing

the League covenant have been repeatedly given and are found in the covenant itself. Let those who doubt read it with understanding and see if they can make it fit the description of the News. But if there were no other reasons than that it is a godless covenant and that it alienates American sovereignty, we should be against it.

No public man of importance, we think, has followed the President so far as to be with him in his contention that the League is greater than the Government and that we willingly should surrender part of our sovereignty. Had the President, as so many of his own party urged, been content to forego alienation of sovereignty, the treaty would have been ratified long ago.

American institutions, Anglo-Saxon traditions, have been committed to us in trust for the benefit of the world. We cannot compromise them, cannot restrict them, without impairment of our magnificent heritage. A voice that living the South loved to honor rises from the printed pages to tell us now our duty.

It was Sargent S. Prentiss, the great Senator from Mississippi, who said: "Let it never be forgotten that these Anglo-Saxon institutions are ours in trust; we hold them for a thousand generations yet to emerge from the stream of time. They are sacred heirlooms, confided to our keeping for those who are to come after us—and if we allow them to be impaired or sullied, while passing through our hands, we are guilty of a double crime; we are traitors alike to our fathers and to our posterity."

## FOR "A" LEAGUE OF NATIONS, NOT FOR "THE" LEAGUE OF NATIONS.

THE much-discussed address of Rev. George W. Truett on the steps of the Capitol at Washington, to which we have referred on several occasions, in which he was quoted by press dispatches sent out as having advocated the adoption of the League of Nations, proves to have been, as shown by stenographic report, an advocacy of a league of nations—a very different thing. Between the League of Nations as originally proposed and which President Wilson said we should adopt without changing the crossing of a "t" or the dotting of an "i," and a league of nations the difference may be as wide as that between Heaven and Hell.

Dr. Truett's speech has been widely heralded as an argument in favor of the League of Nations, coming from one of the foremost ministers of the South, but the stenographic report of his speech shows that he made no such statement, but that he simply called for "a worthy league of nations." The fact that Dr. Truett, as shown by this statement, was so careful not to commit himself to the League of Nations is in itself a strong argument against the covenant as first proposed.

## WHO'S "DEFLATING" NOW?

UNDER the caption "Deflation and Destruction," the Charleston (W. Va.) Gazette, quoting from Governor Coolidge's speech of acceptance, says:

"One sentence in that quotation ought to lose his party every State in the Union, and will do so if the people will study it and understand it. 'The Government must reduce the amount of money as fast as it can without curtailing necessary credits.' There is more 'Penrosism,' more 'standpatism,' more 'reactionary-ism,' more injustice, more suffering for the debtor, laboring and agricultural classes, more hard times and depressed business in that sentence than Roosevelt ever said in the conspiracy that defeated him in 1912. That is what we said was meant by the word 'deflation' in the Chicago platform, and now that Governor Coolidge has boldly proclaimed it, it is well for the voters to consider what it means."

Who is "deflating" now, Democrats or Republicans?



## A \$30,000,000 PUBLIC CORPORATION TO PROVIDE EQUIPMENT FOR RAILROADS WHICH WILL BE A GOVERNMENT AGENCY.

CARRYING out an idea embodied in the railroad plan presented to the Interstate Commerce Committee of Congress by the National Association of Owners of Railroad Securities, 18 months ago, the National Railway Service Corporation has been incorporated in Maryland by S. Davies Warfield, Charles C. Homer, Jr., and William M. Hayden, all of Baltimore. Its first undertakings will include furnishing \$25,150,000 or more of equipment to several railroad companies, including the Baltimore & Ohio, \$14,000,000; Rock Island Lines, and the Minneapolis & St. Louis Railway, \$11,000,000; Bangor & Aroostook Railroad, \$150,000. Several other lines have also applied for equipment, but it has not yet been decided which of these will participate in the present issue of equipment notes, which will amount to \$30,000,000 at 7 per cent for 15 years, on which interest will be paid semi-annually, the issue to be known as Series A.

The charter of the National Railway Service Corporation gives it broad powers. Besides authorizing it to aid, advance and supplement railroad transportation service under the Federal laws, and to build, buy, or lease, or sell, or maintain, repair and manage locomotives, cars and other railway equipment and materials, it empowers the corporation to handle any fund or other assets from the Interstate Commerce Commission under the new railroad law of 1920, or any other act, by the United States, or by or from any other source. It may also be an agency of the Interstate Commerce Commission as to loans for equipment purchases or may serve it in any other capacity.

Furthermore, quoting the charter, it "shall have power to act as an agency of the President of the United States in the discharge of any functions relating to Federal control, or the relinquishment or liquidation thereof which may be authorized by the President in conformity with law."

Mr. Warfield, whose name heads the list of incorporators, is president of the National Association of Owners of Railroad Securities, president of the Seaboard Air Line Railroad Co., and also the Continental Trust Co. of Baltimore. Mr. Homer is president of the Savings Bank of Baltimore; and Mr. Hayden is president of the Eutaw Savings Bank of Baltimore. The charter was prepared by Forney Johnston, of counsel for the National Association of Owners of Railroad Securities, and Piper, Carey & Hall of Baltimore, local counsel for the corporation.

The incorporation of this new concern to supply equipment to the railroads is of far-reaching significance not only to the lines but to shippers, as it will provide for relieving onerous traffic conditions that now prevail.

After remarking that two of the three fundamental features of the plan proposed by the National Association of Owners of Railroad Securities are now essential features of the present transportation act, viz., that rates shall be made to yield the fixed percentage return necessary to preserve the transportation system and continue it under private control, and that there shall be a division of earnings of a railroad where rates yield to it more than 6 per cent, Mr. Warfield said that the third fundamental of the plan provided for organizing a national public corporation to finance equipment for the railroads, and added: "We thought we could foresee the necessity for providing the means to relieve the congestion bound to occur."

"To accomplish," continued Mr. Warfield, "as far as now practicable what was then intended, we are organizing the public corporation referred to, authority for which was obtained under an amendment to the Transportation Act added

to the Sundry Civil Appropriation Bill, and suggested by our Association when that bill was in conference between the two houses of Congress in the closing hours of the last session. The amendment provides that 'the loans for equipment authorized by Section 210, Transportation Act 1920, may be made to or through such organization, car trust or other agency as may be determined upon or approved or organized for the purpose by the Commission,' etc.

"Accordingly, the Interstate Commerce Commission has recognized the National Railway Service Corporation as an agency to which it will make 15-year loans under this amendment and to enable that corporation to provide additional funds to finance much needed equipment for the railroads. The corporation will issue its obligations under two plans: Railroads may purchase equipment outright through the corporation, under an equipment trust maturing in 15 years, when the equipment becomes the property of the purchaser, or the corporation will lease equipment to the railroads under a plan of semi-annual payments for a similar term, the rental being charged to operating expenses, and, by a nominal payment at the end of 15 years, the railroads completing their payments can purchase the leased equipment. The railroads under the first plan are required to furnish an agreed amount of collateral to secure the equipment notes given the Government, which have a lien on the equipment subordinate to the equipment notes purchased from the corporation by institutions and individual investors. Under the second plan little or no collateral will be required.

"Of this first issue of equipment notes,—\$30,000,000—approximately 40 per cent will be loaned the Corporation by the Government at 6 per cent, either direct or through the carriers participating in the series; the balance (approximately 60 per cent), will be loaned by investing institutions at 7 per cent. We believe this is the lowest interest rate that has yet been obtained by a railroad in purchasing equipment since the war. The present series of notes will be a straight purchase. There will be three parties to the agreement—the corporation, the trustee and the carriers. Each carrier will give its individual equipment notes, which, together with the agreement, will be deposited with the trustee as additional security for the payment of the equipment notes of the corporation, and the carriers are to keep the equipment in full repair during the life of the trust.

"This is a public corporation. It will operate without profit. The stock issue is nominal, it is owned by the National Association of Owners of Railroad Securities and is transferred in blank to the Secretary of the Treasury of the United States. Congress will be asked to reincorporate this corporation by Federal Act."

It is intended that the board of trustees, when completed, shall number 20. The present members are S. Davies Warfield of Baltimore; Haley Fiske, president of the Metropolitan Life Insurance Co. of New York; John J. Pulley, president of the Emigrant Industrial Savings Bank of New York, and also of the Savings Banks Association of the State of New York; Darwin P. Kingsley, president of the New York Life Insurance Co.; Myron T. Herrick, president of the Society of Savings, Cleveland, O.; and George E. Brock, president of the Home Savings Bank, Boston, Mass., and also chairman of the National Conference of Mutual Savings Banks. Forrest F. Dryden, president of the Prudential Life Insurance Co., Newark, N. J., has also been asked to serve as a trustee.

It was further stated by Mr. Warfield that the life insurance companies which have tentatively agreed to take the certificates of the Corporation have looked upon the question as one of public concern, and that they are co-operating with Division Four of the Interstate Commerce Commission, which is dealing with those subjects to relieve the congestion to the greatest extent possible. Continuing, he said: "This corpo-

ration presents an economical method to acquire equipment. If used as a public corporation to its fullest extent, it will eventually tend to lower railroad rates. When in full operation it will guarantee shippers an ample car supply. It will present the only effective means to relieve the present railroad difficulties. Fifty thousand open-top coal cars alone are necessary to relieve the congestion at steel mills, coal mines and other industries. The corporation will suggest to large shippers having surplus funds for investment that they purchase part of a series of its equipment notes for cars designed to meet the demands of their business, the Government to loan an amount justified by the class of equipment, the balance to be raised, one-half from the shippers and one-half from investors. Equipment so purchased would be available to the shipper making the investment."

It is understood that the Legislatures of the various States will be asked to amend the law to permit savings banks to invest in the equipment obligations of the corporation.

### IT IS NOT FEASIBLE TO BE FOR GOVERNMENT CONTROL AND AGAINST IT AT THE SAME TIME.

**M**R. J. D. A. MORROW, vice-president of the National Coal Association, devoted a page of the organization's weekly publication, under date of July 21, to a discussion of the coal situation under the title of "To Coal Operators."

The meat of his argument is found in the following paragraphs:

"There is much clamor and pressure for a Fuel Administrator to deal with the situation. That demand is vigorously opposed by practical men all over the country, but the opponents of such action even in the coal industry itself concede that the coal men and the railways must meet the emergency through the aid and authority of the regular peace-time agencies of the Government where needed to supplement their own efforts or confess their inability to meet the need of the Government, and thus by their failure justify Federal control which would be fastened upon the coal industry permanently.

"There will be no such failure. The need for additional transportation to move coal shipments is admitted by the railroads. The specific demand of the operators is not at all impossible or impractical. The railway executives say that the transportation asked will be furnished. It becomes, therefore, merely a matter of directing the increased production to the regions that must have it immediately. In concert with the railroads and Interstate Commerce Commission the coal industry will make good."

If Mr. Morrow is under the impression that the situation is being met by "the regular peace-time agencies of the Government," his vision is a strange one. Before the Interstate Commerce Commission could legally issue its current extraordinary orders, it was compelled to declare that a grave emergency existed. Both the railroads and the coal industry have confessed their "inability to meet the need of the Government." They have both demanded Federal control, but under a name different from that employed during the war. It is the Government that is being appealed to almost every day by Mr. Morrow. On Friday last he was at the White House beseeching the President to take some action or other. So far as we can gather, Mr. Morrow's eyes have been fastened on Government for weeks, and he has lost no opportunity to appeal to Government, through some one or another of its agencies, for succor, aid and relief.

Yet it is absolutely certain that Mr. Morrow is opposed to permanent Government control of the coal industry, and knows that it would be disastrous. We call attention to his position solely because it so accurately illustrates the mental attitude of men who apparently believe that whenever an emergency arises they should call at once on the Government

for extraordinary aid, but, at other times, loudly proclaim that the Government ought to keep its hands off business. People naturally ask if the Government alone can solve problems in a period of crisis why it cannot operate business successfully when there is no crisis.

There are some thousands of coal men who do not welcome, but who rightfully resent, the interference of Government. Theirs is the long view and the sane view.

### INTERSTATE COMMERCE COMMISSION PROTESTS AGAINST EXORBITANT INTEREST RATES.

**L**AST week the remarkable spectacle was presented of the railroads of the nation beseeching the Interstate Commerce Commission to permit them to borrow money at more than 7 per cent. The Commission had allocated certain sums to various roads with the provision that the corresponding financing to be done by the roads on their own account should be at a rate of interest not exceeding 7 per cent. The effect was to prevent the roads from securing any of the money at all, since they could not borrow under the conditions named.

We have Congress, in the Transportation Act, solemnly declaring that railroads shall not be permitted to earn more than 6 per cent on their invested capital. We have the Federal Reserve Board, which fixes credit conditions, sedulously engaged in raising discount rates and maintaining them at a high level arbitrarily, on the ground that the nation must be disciplined, and we have the Interstate Commerce Commission telling the roads that they must borrow money at not more than 7 per cent. "May I go in to swim?" "Yes; but do not go near the water."

We quite agree with the Interstate Commerce Commission that it is deplorable for the railroads to secure capital under such ruinous interest rates as obtain. But possibly the Commission overestimates the sacrificial spirit of American business when it intimates that manufacturers should provide money for the roads at less than current rates, since better transportation is of benefit to business. The nation has come to a sorry pass indeed if the great railroad properties are to be made objects of charity. Service will never ultimately be good if the underlying basis of it is the assumption that service is not worth what it costs. The railroads, as in the case of any other industry, can get capital only by being attractive to capital.

The richest nation on the globe, with business offering that the railroads confessedly cannot handle, is absolutely handcuffed and hog-tied by the Federal Reserve Board, because, so it is said, the speculators must be curbed. The Government whose credit is the sun of the world and by whose dollar even the pound sterling is measured has decided that it will curb the profiteers by ordering the grossest sort of profiteering in the one basic commodity—money. It has created an artificial shortage. And the very men responsible for it have been heard at times solemnly to warn the good people of the country that they ought not to cut the cotton acreage, because, forsooth, it may keep up the price of cotton. The Government itself can cut down the money crop and absolutely wipe out billions of credit, but whatever the farmer raises he must raise in abundance even if it ruins him. There is but one legitimate short crop, and that is credit. Yes, and let every business in the nation pay toll as a result, both in ruinous interest rates for its own accommodation and in inferior railroad service.

Of all the mad policies ever adopted, that of the Federal Reserve Board easily ranks first. Nothing to equal it was ever before attempted.

## THE BLUNDER OF NEW YORK CHAMBER OF COMMERCE IN ASKING FOR FREE COPIES OF NEWSPAPERS.

Chamber of Commerce of the State of New York.

New York, July 28.

Editor *Manufacturers Record*:

My attention has been called to an article headed "A False Idea" on page 86 of your issue of July 22. I am very sorry that you found it necessary to publish this notice.

As a matter of fact, the library of the Chamber of Commerce receives a large number of trade papers, all of which are sent to us without charge. We use these trade papers in answering inquiries, which come to us in large volume and are steadily increasing, not only from all parts of this country, but from all over the world. A large part of these inquiries are for certain commodities or for the names of manufacturers in various lines, and we have furnished our correspondents not only with the names of the various trade papers, but have frequently supplied them with the names of manufacturers taken from these papers.

Personally, I have always had the impression that this was a very good service to those who advertised in a paper like yours, and advertisers in publications such as yours have been carefully kept on file with that end in view. We are endeavoring to have our list of trade papers as complete as possible, but, obviously, it would be impossible for us to do this were we obliged to subscribe to them all. Letters were sent to other trade papers at the time our librarian corresponded with you, and I think, with the exception of you, all our requests have been complied with.

We are very glad to place the trade papers on our mailing list to receive gratis our Monthly Bulletin and other reports, so that we may to some extent reciprocate the courtesy extended to us.

I am enclosing a list of trade associations and publications issued by our organization, which has a very wide circulation. You will note that your publication is listed on page 17 under the heading "Manufacturers." This list is sent out free of charge.

I cannot help but think that your advertisers would be very glad that your publication was being used in the connection above indicated.

CHAS. T. GWYNNE,  
Secretary.

The Chamber of Commerce of New York has as its officers the following:

President—Darwin P. Kingsley.

Vice-Presidents—

Frank K. Sturgis,

Henry P. Davidson,

T. De Witt Cuyler,

J. Pierpont Morgan,

George F. Baker,

Samuel W. Fairchild,

John D. Rockefeller, Jr.,

Jacob H. Schiff,

Welding Ring,

Alfred C. Bedford,

William Woodward.

Treasurer—William H. Porter.

Chairman Executive Committee—Irring T. Bush.

Secretary—Charles T. Gwynne.

Assistant Secretary—Jere D. Tambllyn.

With such an array of multimillionaires this organization belittles its own dignity by asking newspapers to furnish it with free copies, and pleads the old time-worn, threadbare argument that by giving away their newspapers publishers will help their advertisers. It reminds us of the old gag, now almost abandoned, of fake concerns asking newspapers for free notices, and adding: "Please send us your advertising rates, as we expect later on to do some advertising." This game, long played, caught many suckers among publishers.

Now, such an organization as the Chamber of Commerce of New York insults the publishing business by asking for free papers with the old argument that it will "help advertisers," and many publishers belittle the dignity of their business by falling for such a plea. If subscribers to or correspondents of the Chamber of Commerce ask for information which can be obtained from business papers, then the Chamber is failing to carry on its work properly if it does not subscribe for such

papers as it needs and thus place its business on a legitimate pay basis and not on that of charity.

Whatever other papers may do, the *MANUFACTURERS RECORD* must decline to consider the request of the New York Chamber of Commerce. Our subscription price is \$6.50 a year, and that is much too low, but that is the only condition on which New York's great Chamber of Commerce can receive this publication. We do not have to give away the *MANUFACTURERS RECORD* in order to benefit our advertisers, and are sorry that other papers feel that they must do so.

This incident only serves to emphasize the wholly false basis on which many newspapers are conducted and the resulting feeling of some business men that business papers are so weak and puny in management that they are conferring an honor on the paper when they offer to place it on their reading table or in their chamber of commerce. If business papers had always asserted and maintained their independence, no such letter as that of the secretary of the New York Chamber of Commerce could ever have been written, for no such spirit as that evinced could ever have been developed. A man might just as properly ask for free groceries or free clothes on the ground that he would speak a good word for the grocer or the clothier as to ask for a free copy of a newspaper because he would refer some possible inquirer to its advertising pages.

We suggest that the directors of the New York Chamber of Commerce wake up.

## WOMAN SUFFRAGE AND THE SOUTH.

THE South, which is largely opposed to the proposed Constitutional amendment for woman suffrage because of the danger of raising the race issue, has had this question rammed down its throat as a political measure. In other words, to help carry the North and West for the party Southern Democrats are urged to ignore their deepest convictions, based on an intimate knowledge of the race question which no other section has. That the Republican party should play politics on this question is bad enough, but it is infinitely worse that the Democratic party, which could not exist without the South, is trying to make the South commit suicide and stir up the whole race issue again. In trying to force the South to favor woman suffrage Mr. Wilson is endangering the future peace and safety of this section.

Under the title "A Menace to the South," Mr. Alexander Spotwood Dandridge of Charles Town, W. Va., writes:

"If Tennessee ratifies the Susan B. Anthony unqualified woman suffrage amendment, then the Democratic star will set, for a dozen Democratic States will reverse their votes. The people must rise in their might to rebuke these politicians.

"I firmly believe, in the event of the politicians succeeding in their short-sighted vision, that is, in making unqualified suffrage national, that within four years there will not be one-half dozen Democratic States in the Union; that the South will be politically black—with both black Governors and black Senators—and possibly a black Secretary of the Navy. God only knows where this political scramble for votes will lead the country—especially our Southland.

"The people can be prepared for any eventuality, since the servant is greater than his master, that is, since the politicians have all the say and the people none. Where is the justice—where the democracy in giving all control to Congress? Congress makes laws for the Legislatures and then the politicians influence the Legislatures and the voice of the people is stifled. This action is nothing but political hell. God help a nation when it is scourged with the crime of placing more trust in the politicians than is placed in the Creator of all things.

"It would be well for Mr. Cox and Mr. Harding to stay out of Tennessee politics and give that State a free hand to say yes or no to the ratification of the Nineteenth Amendment.

"We are prepared to believe that if another State is forced to ratify suffrage, the politicians will meet their just fate, for people independent of party will let the politicians know that there is yet enough manhood and patriotism left in America to place the control of America back in the keeping of statesmen and not narrow politicians.

"This Government is a mockery from the fact that the two



parties on many leading issues are too near together—both dogs want the same bone."

Mr. Dandridge should remember that Cox and Harding are not the ones most responsible for this situation. They are merely unwisely following President Wilson, who wired the Democrats in the Delaware Legislature, appealing to them to vote for woman suffrage "In the interest of the party," and followed this with a telegram to the Governor of Tennessee, urging that he call a special session of the Legislature to vote for woman suffrage "In the interest of the party and the country," and who has used his utmost power in the South to put this vote through.

There are some people in the South who honestly believe in woman suffrage, not understanding its dangers to the South, but there are some politicians there who realize the danger of woman suffrage and yet who would sell their country and their own souls at the behest of party leaders and for party success. If racial chaos should come in the South and this section have a return to the fearful reconstruction days of 1865 to 1876, it would be due to the crime against white civilization committed by the Democrats and by Democratic leaders who merely for party success would see the South run this fearful risk.

We do not doubt that the majority of men in the North and West who favor woman suffrage do so honestly, because they have never faced the reality of the race question, but we are unable to comprehend how any white man in the South, be he Republican or Democrat, can be willing to face a revival of the race question, which would be inevitable under the proposed woman suffrage bill.

## MEN OF ACTION THE SUPREME NEED OF THE HOUR.

**I**N sending check for his subscription, Mr. C. V. Hoecke of Clarksburg, W. Va., writes:

"I like the MANUFACTURERS RECORD more than any business magazine on the market. It has made a man of action out of me since I began reading it two years ago."

This is gratifying testimony, indeed. There never was a time when men of action were in greater need, and we like to receive assurance that our constant efforts to spur men on to greater activity are bearing fruit. All great achievement by a nation, a corporation or an individual is the result of action, long continued and never ceasing. Any conspicuous forward movement has always behind it the accumulated effort of faithful, persistent men of action. Whatever stands out in bold relief as a great achievement is simply the culmination of effort by the individual throughout a period of time. "You cannot extemporize success," epitomized Garfield in an address on the necessity for labor.

That greater production is the need of the world today there is practical unanimity of opinion. Occasionally short-sighted labor leaders point to the rotting foodstuffs at some Florida points; the piled-up millions of bushels of wheat in Kansas and Texas and the glut of materials, fuel and manufactured goods in many centers of production as proofs that it is not more production, but greater facilities for transportation that is the supreme need of the hour.

But can anyone claim that greater production by the railroad worker would not have been a factor of tremendous potency in helping to solve the problem of the nation? Had every railroad and terminal employe been first and foremost and at all times a man of action in his chosen field of endeavor there would be a far different aspect of the distribution problem today. There has been too much "sparring for wind" and "jockeying for position," to borrow terms from the sporting vernacular. If the determination to get things done had been the chief motive, the paramount aim, of every worker in the land, we would have put the nation over on the return

to peace conditions as splendidly as we put it over when we finally got into the war. We were men of action then; it is no less incumbent on us that we shall be men of action now.

## UNITED STATES WARNED TO PREPARE TO MEET FAST-GROWING FOREIGN COMPETITION.

**A**N unfailing measure of the extent of Europe's economic and industrial recovery from the effects of the war as seen in the steadily rising tide of imports into the United States presages an unprecedented struggle for world markets, for which this country must prepare, thoroughly and without delay, if we expect to hold our pre-eminent position in foreign trade, the Guaranty Trust Co. of New York declares in its semi-monthly foreign trade review, American Goods and Foreign Markets. Of our \$13,000,000,000 foreign trade for the fiscal year just ended, more than \$5,000,000,000 represented imports, an increase of more than \$2,000,000,000 over 1919, and our excess of exports over imports for the year ended June 30 was approximately 30 per cent less than that for the preceding fiscal year. This report, coming at a time when our prosperity is more dependent on our foreign trade than ever before, reminds us again that the rest of the world is hard at work, steadily striving to release itself from a burdensome commercial vassalage to the United States for supplies of food, raw materials and manufactured articles, and at the same time girding itself for commercial achievement when normality will have been restored.

According to the Guaranty Trust Co., the Government must give full support and co-operation if we are to retain our present trade pre-eminence. Every American manufacturer and every investor must broaden his vision to include the world horizon; to look beyond the domestic market, which may seem adequate for the moment, and plan to share to the limit of his ability the development of our foreign trade and investment overseas.

Imports from Europe increased in value for the fiscal year ended June 30, compared with the previous twelve-month period, from \$372,951,315 to \$1,179,460,699, or 216 per cent. Asiatic imports increased in value during the same period from \$830,752,463 to \$1,368,669,105, or about 65 per cent.

Values of merchandise imported from principal countries during the last fiscal year compared with 1919 and the increase in value of imports from each country are given in the following:

Imports from principal countries.	—12 months ended June,—		Increase.
	1920.	1919.	
Belgium .....	\$29,748,468	\$647,869	\$29,100,599
France .....	172,022,935	62,691,037	109,331,898
Germany .....	45,085,975	944,981	44,140,994
Italy .....	92,429,177	21,575,527	70,846,650
Netherlands .....	100,635,422	30,652,531	69,982,891
Sweden .....	21,616,701	5,619,191	15,997,510
Switzerland .....	46,394,211	18,649,667	27,744,544
United Kingdom.....	524,020,493	157,107,578	366,912,915
Cuba .....	645,571,828	337,654,142	307,917,686
Argentina .....	257,783,114	166,062,539	91,720,575
Brazil .....	281,217,794	125,283,489	155,934,305
China .....	226,887,848	166,954,245	120,933,603
Japan .....	527,220,867	303,993,041	223,227,826
Egypt .....	106,872,508	23,934,571	81,937,937

Values of merchandise exported to principal countries during the last fiscal year compared with 1919 are as follows:

Exports from principal countries.	—12 months ended June,—		Increase.
	1920.	1919.	
Belgium .....	\$317,012,688	\$322,940,837	*\$5,928,149
France .....	716,811,629	979,269,522	*262,457,893
Germany .....	202,176,079	8,818,882	193,357,197
Italy .....	398,065,795	502,140,996	*104,075,201
Netherlands .....	254,449,827	107,801,757	146,648,070
Sweden .....	129,179,381	78,129,187	51,050,194
Switzerland .....	49,415,680	63,223,093	*13,807,413
United Kingdom.....	2,151,536,423	2,149,765,813	1,570,610
Cuba .....	396,595,049	229,545,704	167,049,345
Argentina .....	167,146,548	138,827,832	28,318,716
Brazil .....	115,020,317	93,294,275	21,726,042
China .....	119,143,828	83,884,421	35,259,407
Japan .....	453,147,063	326,462,269	126,684,794
Egypt .....	27,229,699	10,293,189	16,936,510

\*Decrease.

## COMMODITY EXPORTS FOR THE YEAR ENDING JUNE, 1920, SHOW DECLINE IN QUANTITY OF FOODSTUFFS SENT ABROAD.

COMBINED values of the exports of domestic breadstuffs, meat and dairy products, cotton, and cotton mineral oils, from the United States for the twelve months ending June 30 was \$3,424,003,984, compared with \$3,375,541,725, the value of the corresponding commodities for the previous fiscal year. Most of the increase in value this year, aside from the higher prices prevailing, may be attributed to the greater exportation of cotton and mineral oils, for there was a decline in quantity of many of the other commodities exported. As published in the MANUFACTURERS RECORD last week, the total value of all exports by the United States was \$8,111,176,131 for the twelve months ending with June, compared with \$7,232,282,686 in 1919, and 243 per cent higher than the value of the 1914 exports.

Commodities showing the greatest increase in exports are: Cotton, with an increase of 1,561,513 bales; crude-oil exports increased 190,575,000 gallons, 188,451,000 gallons more of illuminating oil were exported and an increase of 66,552,000 gallons of lubricating oil was made in the exports for the fiscal year 1920. The greatest declines in exports were in wheat, 56,152,000 bushels; oats, 62,416,000 bushels, and in meat products. There were exported in the last fiscal year, compared with 1919, 77,293,000 pounds less of canned beef, 178,645,000 pounds less of fresh beef, 434,581,000 pounds less bacon, 137,047,000 pounds less of lard and 391,785,000 pounds less of hams and shoulders.

A statement of the quantity of exports by principal articles, as reported by the Department of Commerce, for the fiscal year ending June 30, compared with the previous twelvemonth period, is as follows:

Exports by groups.	-12 months ended June.-	
	1920.	1919.
Breadstuffs, dollars.....	806,471,226	954,647,337
Cottonseed Oil, pounds.....	159,400,618	178,075,033
Cottonseed oil, dollars.....	26,220,529	39,970,545
Meat and dairy products, dollars.....	771,006,760	1,166,110,958
Cotton, bales.....	6,915,408	5,353,895
Cotton, pounds.....	3,543,743,487	2,762,946,754
Cotton, dollars.....	1,381,707,502	873,579,689
Mineral oils, gallons.....	2,827,596,861	2,529,064,893
Mineral oil, dollars.....	426,597,967	344,233,216
Exports by principal articles.		
Barley, bushels.....	26,671,284	20,457,781
Barley, dollars.....	41,338,517	27,687,047
Corn, bushels.....	14,446,558	16,687,538
Corn, dollars.....	23,841,791	26,705,819
Oats, bushels.....	33,944,740	96,360,974
Oats, dollars.....	29,931,172	79,192,663
Rye, bushels.....	37,463,285	27,546,188
Rye, dollars.....	14,690,444	53,653,629
Wheat, bushels.....	122,430,724	178,583,673
Wheat, dollars.....	306,163,023	424,543,010
Flour, barrels.....	21,151,261	24,181,979
Flour, dollars.....	240,574,670	267,966,269
Beef, canned, pounds.....	31,166,814	108,459,660
Beef, canned, dollars.....	9,386,860	44,303,015
Beef, fresh, pounds.....	153,560,647	332,295,176
Beef, fresh, dollars.....	22,566,746	79,227,540
Beef, pickled, etc., pounds.....	32,383,501	45,065,641
Beef, pickled, etc., dollars.....	5,880,766	9,085,183
Olco oil, pounds.....	74,529,494	59,292,122
Olco oil, dollars.....	21,113,090	15,670,554
Bacon, pounds.....	803,666,917	1,238,247,321
Bacon, dollars.....	233,327,904	378,416,797
Hams and shoulders, pounds.....	275,455,921	667,240,022
Hams and shoulders, dollars.....	82,633,460	204,545,995
Lard, pounds.....	587,224,549	724,771,383
Lard, dollars.....	171,523,351	210,175,908
Neutral lard, pounds.....	23,292,027	17,395,888
Neutral lard, dollars.....	6,916,279	5,392,710
Pork, pickled, pounds.....	41,680,619	31,503,997
Pork, pickled, dollars.....	9,683,237	7,444,282
Lard compounds, pounds.....	44,195,842	128,157,327
Lard compounds, dollars.....	11,850,311	31,138,158
Milk, condensed, etc., pounds.....	710,533,270	728,740,599
Milk, condensed, etc., dollars.....	104,862,569	99,970,769
Crude mineral oil, gallons.....	354,357,795	163,782,498
Crude mineral oil, dollars.....	23,899,071	9,865,490
Illuminating oil, gallons.....	914,137,071	726,886,746
Illuminating oil, dollars.....	126,232,949	81,495,706
Lubricating oil, gallons.....	339,701,134	273,148,541
Lubricating oil, dollars.....	112,164,679	86,156,695
Gasoline, naphtha, etc., gallons.....	480,205,082	468,221,948
Gasoline, naphtha, etc., dollars.....	122,848,611	116,742,480
Residuum, fuel oil, etc., gallons.....	739,195,779	898,225,160
Residuum, fuel oil, etc., dollars.....	41,452,657	49,932,845

## JULY COTTON CROP ESTIMATE 1,000,000 BALES LARGER THAN JUNE FORECAST.

FROM conditions of the cotton crop on July 25 the Agricultural Department estimates a yield of 12,519,000 bales for this season, which is an increase of 1,069,000 bales over the June forecast. Good growing weather during the past month is said to be responsible for the improved prospect of the cotton crop, the condition having advanced from 70.7 per cent on June 25 to 74.1 per cent on July 25. The ten-year average condition on July 25 is 75.6 per cent.

Last year the cotton crop was 11,450,000 bales, the year before 12,000,000 bales, and the average production for the five years 1913-1917 was 12,800,000 bales.

## THOSE WHO TAKE ORDERS.

"THERE are at least 90,000,000 people in this country that haven't money enough to keep them for a year. If that isn't 'poverty,' it comes close to it. Those who choose the big candidates and write their platforms would think so.

"There are 90,000,000 people in this country that must do every day what somebody else tells them to: for instance, 'Miss Jones, take a letter;' 'Home, James!' 'John, carry up the bundles;' 'Pat, carry up those bricks,' etc. It isn't slavery when you get wages and don't get stripes.

"But a poet's dream of perfect freedom would not describe the life that the average American leads—always doing what somebody tells him to do."—Arthur Brisbane.

This is on a par with most of the silly twaddle put out by Brisbane. Now, every one of the 106,000,000 people in the United States takes orders from somebody, and most of them from many bodies. The rich men take orders from the Government to pay income taxes and to obey its laws. They are subject to far more orders and to more drastic orders of many kinds than the poor man. The baby in arms and the college student must take orders from parents or teachers, and one of our great shortcomings is that they don't get as many orders as they need. The private soldier gets his orders from his officer, and his officer often gets his from some incompetent civilian in authority. The sick man gets his orders from the doctor, and must obey them or die. Every man and woman in the land gets orders from some other human. And all get orders, the good from Heaven, the sinful from Hell. It is therefore the height or depth of puerility to seek to create the impression that 90,000,000 have to take orders from somebody while the other 16,000,000 are free of anybody's direction.

## Open-Shop Advocate Elected on His Record.

Wichita Falls, Tex., August 2.—[Special].—Wichita and Wilbarger counties, in Texas, claim the distinction of being the first legislative district to elect as representative an out-and-out advocate of the open shop. In the Democratic primary on July 24, the district which comprises these two Northwest Texas counties nominated B. Frank Johnson of Wichita Falls for the Legislature, and a Democratic nomination in Texas is, of course, tantamount to election.

Mr. Johnson received a clear majority over all three opponents, obviating the necessity of a second primary.

The successful candidate was one of the first residents of Wichita Falls to advocate organization of an open-shop association, and took a leading part in its affairs. He came to Wichita Falls five years ago to be secretary of the Chamber of Commerce, retiring voluntarily in 1919 to enter the real estate business.

In the respective county-seats of the district's two counties strong open-shop organizations were formed earlier this year, and the strength of the sentiment they represented was indicated in the election returns.

## A Warning to Federal Reserve Board

*Editor Manufacturers Record:*

Your bold and courageous declaration on page 88, July 22 issue of the MANUFACTURERS RECORD that "bankers are worshipping gold but the country will not permit its business to be sacrificed at that altar" should sound like a grenadier's march to the business men of this country.

In this article you quote from Mr. G. J. Seay, governor of the Richmond Federal Reserve Bank, as follows: "The Federal Reserve Banks are in no wise responsible for the creation of current interest rates and credit conditions."

I respectfully submit that Mr. Seay either does not understand the banking scheme he is helping to execute or he is deliberately trying to conceal it in order to deceive and fool the people.

Under operation of the Federal Reserve Act the Federal Reserve Banks, by rediscounting the debts of borrowers of the member banks and crediting the proceeds of same to the reserve of the member banks and allowing them upon this reserve so created to loan ten times the amount in bank credits to new borrowers, have created about \$20,000,000,000 of debts upon the people for which they will make demands for payment in money. The banks in control of the money and credit are now making demands upon the borrowers and are absolutely responsible for the present credit conditions and current rates of interest.

The Federal Reserve Board and Mr. Seay cannot escape responsibility by pleading ignorance of the infamous facts. Every debt created by the loaning of "bank credits" is a new demand for money that does not exist. By the banks demanding money in payment of debts so created it becomes impossible for borrowers or debtors to get the money and they have to pay the banks the highest rates of interest they demand for the use of its only substitute, "bank credits" or "money of account" having no existence and represented only by debit and credit figures upon the books of banks.

It is now shown by the report of the Treasury Department that the banks have withdrawn from circulation practically all the money issued by the Government for the permanent use of the people, and as the banks now control the money and credit of this country, the people are at the mercy of the banks.

Mr. Seay, who takes his instructions from the Federal Reserve Board, then makes the following most ominous and significant statement:

"When considering the policy of the Reserve Banks, it must be taken into account that this is the only great country still on the gold basis." \* \* \* But the people must come to their senses and act prudently, and not forget their experiences under former banking practices. They never failed in former times to get in trouble at fairly regular periods, about 10 years apart."

In reply I would say to the Federal Reserve Board and Mr. Seay that if they expect to conceal their contraction scheme and high interest rates under these old stock arguments of international bankers of maintaining the so-called gold standard, and that panics and business come about every 10 years and is the fault of the people in doing too much business and producing too much, they will find they have tried to deceive and fool the people once too often.

Prof. Irwin Fisher, professor of political economy of Yale University, deserted the bankers on this gold-basis fallacy when he made the following admission before the Banking and Currency Committee of the Senate when this Federal Reserve bill was being considered, viz.: "In fact, I am very strongly of the opinion, based on considerable study, that the present high cost of living is largely ascribed to this check inflation, which is going on all over the world. I believe this rise in price is about half due to that alone. I am very glad you mentioned that, Senator, because, while I think the expansibility and contractability of the currency or money is important, the expansibility and contractability of the 'credit' is much more important."

Mr. Seay and the Federal Reserve Board know full well the difference between creating debts upon the people by loaning "bank credits" instead of lawful money having actual existence.

The banks have put upon the people about \$20,000,000,000 new debts in the past five years by loaning them a false and

fictitious money "bank credits," and have withdrawn from circulation about \$2,500,000,000 of Government currency, and are now demanding that the people pay off their debts in money!

Any banker of intelligence knows full well that panics and business depression have been brought about in the past by this banking scheme of creating debts upon the people by loaning them this false substitute for money and then contracting the currency and demanding the payment of these debts in money, as Mr. Seay states, "in fairly regular periods about 10 years apart." Mr. Seay, no doubt voicing the instructions of the Federal Reserve Board and international bankers, practically states that the United States should assume the responsibility of sustaining the false gold basis that all Europe has abandoned.

The Washington Post of October 16 and 18, 1914, made the following statements, which should be read by Mr. Seay:

"No one lacks confidence in the legal tender issue of the United States. Boasts of gold strength now by any nation are not in order. Boasts of ability to pay gold may produce a test of that ability. The theory that the world's currency is redeemable in gold, that debts are payable in gold, was shattered years ago and has been smashed to atoms in the practices of Europe. Sixty days ago the European countries abandoned all attempts to practice what their financiers have preached as to the gold basis. All gilding and varnish, all decorations of financial speech and ornaments of explanatory diction disappear under this acid test of strength and security and the moratoriums of Great Britain and France more than the moratoriums of all the other nations disclose the unsoundness of attempting to do the business of the world, of this twentieth century world, upon the single gold basis."

It should be realized at once that this banking gold-basis scheme has been exposed and destroyed, and if the Federal Reserve Board attempt to sustain it in the United States by their plan of contraction, nothing but disaster can follow.

T. CUSHING DANIEL.

Wrightsville Beach, N. C., July 26.

### Lack of Orders Blamed for Big Drop in Wool Consumption.

A drop in wool consumption of nearly 17,000,000 pounds from the average for the six months of 1920 is seen in the Agricultural Department's figures for June, 1920. According to the report, 46,000,000 pounds of wool, grease-wool equivalent, entered into manufacture during that month, compared with 55,000,000 pounds for the corresponding month last year.

The sharp decrease in wool consumption is a result of the curtailment of operations which began in the textile manufacturing industry in May and became more extensive in June. Many mills have been running on a short-week schedule, while some have suspended operations entirely, the suspensions in many cases being for an indefinite period. Lack of orders, cancellations and deferred shipments are given as primary causes for the unstable situation.

### Increasing Banking Business at Birmingham.

Birmingham, Ala., August 2—[Special.]—The record made by the Birmingham branch of the Federal Reserve Bank at Atlanta, since the bank was opened, August 1, 1918, has been remarkable. The daily average of checks and transit items handled by this bank during the first month of its existence, August, 1918, was 2161; the daily average for the month of June, the nearest for comparison, was 9077 items. The items handled in August, 1918, totaled a daily average of \$1,927,509; in June, 1920, they totaled \$3,929,634. In the month of August, 1918, the bank handled currency amounting to \$2,000,000; in June, 1920, \$7,000,000. The capital and surplus of member banks in August, 1918, was \$1,126,650; on July 21, 1920, this was \$13,153,110. Deposits of member banks in August, 1918, amounted to \$71,628,230; in June, 1920, they amounted to \$101,553,480.



# The Country Awakening to the Dangers of the Federal Reserve Board's Policy

[For many months the Manufacturers Record stood alone among the newspapers of the country in attacking the policy of the Federal Reserve Board and its determination to bring on a general deflation of wages, commodities and bank credits. We insistently warned the Board that drastic deflation would certainly spell disaster; but for months almost no one seemed willing to see the situation or dared to express their convictions. At last, however, the country is being aroused and a storm is brewing which will shake the self-complacency of the Board and force a change of policy, or else the sowing of the wind will bring a whirlwind harvest. Editorials from other papers and letters on the subject show how the spirit of opposition to the work is being aroused everywhere.—Editor Manufacturers Record.]

## Throttling Production.

[Sun and New York Herald.]

The Federal Reserve Board's monthly review of business conditions throughout the country is an outshining example of the results of a monetary policy which is gradually making for industrial stagnation at a time when the world is short of supplies and this country should be at the height of its prosperity. The promising word in the report is an expression of the opinion that the efficiency of labor is increasing.

Mills and factories have experienced a slackening of orders and the steel industry is crippled. Coal production is 2,000,000 tons a week under the current demand. Cancellations of orders for goods of all kinds are pouring into manufacturing centers. Crops are reported good, but as yet this is a factor beyond the control of deflation extremists.

With a total of about \$6,100,000,000 of money in circulation, an increase of nearly \$200,000,000 over last year, and an increase of probably a billion in bank loans and deposits, bank clearings are running nearly \$75,000,000 a week below last year. In this one factor lies the explanation of the present stringent conditions. The velocity of currency and credit circulation has declined and the efficiency of money exchange, and consequently goods exchange or distribution, has decreased at least 10 per cent. Since the Reserve Board finds that labor is more efficient the sag in credit circulation cannot be due to longer time requirements in turning raw products into finished goods. The distributing channels cannot bear the blame. The railroads were in bad shape last year and the year before.

One explanation remains. Credit has become a slacker because the deflation policy has killed off markets and forced the producers to take back and carry large stocks. These stocks in the hands of original manufacturers have not been liquidated in the normal way because the manufacturer is not in touch with the consumer. The effort to force liquidation with too sudden and too violent measures slowed down production as if it had its throat choked. This is just the reverse of what should have been.

## Bureaucratic Government.

[The Waco Times-Herald.]

Remarking on recent rulings of the Federal Reserve Board and the Interstate Commerce Commission, the MANUFACTURERS RECORD has this to say:

"The issues at stake are too tremendous to be ignored, but the very life of our Government itself may hang upon whether or not a new and proper vision can be created in Washington in regard to these vital matters. We have hope for the Interstate Commerce Commission because of new blood which has been injected into it, but as yet there is no sign of recognition by the Federal Reserve Board that its position has broken down the credit of the country and brought about almost a complete cessation in new operations for building dwellings."

The Times-Herald is not at all surprised. The Federal Reserve System is a bit of autocracy imported from Germany, and it is bound to rule in an arbitrary and generally hurtful manner. The Times-Herald has more than once directed public attention to the

necessity for democratizing the system along with a change in the method of issuing the currency.

The Times-Herald felt reasonably certain also that, when President Wilson affixed his signature to a measure that abolished State control of the railroads, acts of injustice would be an inevitable result, and the signs multiply that this fear had a proper warrant.

Senator Borah has well said that the worst government the world can know is that of bureaucracy, and we here in America are demonstrating the truth of that observation.

[In referring to the Federal Reserve Board as being a "bit of autocracy imported from Germany," did the Times-Herald have in mind that a German banker only naturalized a few years before, and a former member of the great banking firm of Warburg Bros. of Germany, was the first governor of the Federal Reserve Board, and that the propaganda for his appointment to that place was one of the most amazing illustrations ever seen of the power of propaganda put out through the papers of the country? The MANUFACTURERS RECORD repeatedly at the time called attention to this remarkable propaganda in favor of Mr. Warburg, who was reported as sufficiently patriotic to be willing to give up his banking connection, which it was said yielded \$500,000 a year to him, for a \$12,000 salary in order to start America's new banking system off properly.—Editor MANUFACTURERS RECORD.]

## Help Needed in Peace.

[Charlotte (N. C.) Observer.]

More elasticity and flexibility in the banking system of the country appears to be the pressing need of the day. It was but a few days ago that The Observer detailed the crippling of the automobile industry through restriction by the banks of loans to that factor in the prosperity of the country, and there have been numerous instances of the bringing of other industrial factors to something like a standstill condition by reason of the restrictive policy of the banking institutions, possibly under encouragement of the Federal Reserve Board.

It appears a strange situation that, while the Government is calling upon the industries and the farmers to exert every effort toward "greater production," its agencies are making greater production impossible by the withholding of the credits that should be extended these industries and farming interests.

Any agency that operates to the blocking of the automobile industry works to the handicap of the farmer in his endeavors to bring about a greater production on the farm, for he has become largely dependent upon gasoline as applied to the auto, the tractor and the truck.

The Observer's thoughts have been running along this line, and it has found much interest in an article by Clarence W. Barron in the American Magazine on the identical subject, and in which he maintains that we lack only one thing, and that is, "intelligent direction of the country's capital and supplies of gold, money and credit by the authorities at Washington." Mr. Barron states as a fact that we have locked up in the 12 Federal Reserve Banks throughout the country a greater amount of gold than any other country has ever possessed, an amount sufficient to warrant the issuance of a great deal more credit to legitimate business borrowers than the Federal Reserve Board has been in favor of. Under such conditions, why should there be any drastic restrictions in extending credit? "It is not quite fair," argues Mr. Barron, "to tell workmen to pay up and quit work. Yet if their employers cannot obtain necessary amounts of credit, the laying

off of workers is the only course they can pursue. Surely it is less important to maintain gold reserves at a level far above those of any other country than it is to protect people from idleness and starvation."

It is a sound argument that the world needs production today, and it must have credit behind production. It will need both for five years following the war quite as keenly as it needed them during the five years of war. The calling in of loans on a large scale means deflation of a disastrous kind, and here is where the apparent inconsistency of the Government comes in. It knows that what is needed is "not the curtailment of business by the cutting down of business loans, but the stimulation of production by granting all necessary banking facilities," just as was done while war was upon us. Adverting to the contrasting conditions, Mr. Barron is mindful that during the war "we stimulated production, and we knew how to do it. We bid for men and materials; we used our credit; we put our reserves into active use. But the war is just as much with us today, for all practical purposes, as it was when the men were in the trenches. If we were still fighting, the Government would be selling bonds by the billion, and the country would be rushing the production of steel ships, shoes, clothing, food, etc., and the nation's entire financial resources, including the Federal Reserve Banks, as well as all the national and State banks' credits, would be working at full speed."

That appears a clear exposition of the trouble with the nation today. The Government wants production, but instead of helping the country with the means of bringing about larger returns in the industrial shop and the agricultural field by the issuance of loans, it is restricting the production it is calling for by restricting the loans that may be issued for productive purposes—and all the while needlessly, because, as Mr. Barron has shown, it is piling up an enormous amount of surplus gold in its Reserve Banks. It is better to have a lower level of gold and a higher level of production. And unless the Government should relax its ruling in regard to loans out of its abundance, it would become it to quit its insistence for a "greater production."

Business is being unnecessarily retarded by restriction of loans. The Government, itself on its feet, would leave the country on the flat of its back. If it wants to promote production and the prosperity that goes with production, it will proceed with relaxation of the rules now prevailing and which operate to the hogtying of the industry of the nation. The Federal Reserve System can serve the country quite as well in peace as in war, and the country is needing its practical assistance right now just as much as it needed that assistance while we were at war.

### England Sees the Danger of Drastic Deflation.

Barclays Bank of London, one of England's greatest financial institutions, with deposits of nearly £300,000,000, equal to about \$1,500,000,000 of American money at the old exchange rate, is evidently not a believer in drastic deflation, which is being advocated by some English financiers, and which is being aggressively attempted in this country by the Federal Reserve Bank. In its monthly financial circular for July, Barclays Bank says:

"It is dangerous to dogmatize on the immediate future course of prices, but it is difficult to see anything in prevailing economic conditions, either at home or abroad, which justifies the assumption that a drastic and permanent fall in general prices is at hand. The primary causes for the consistent increase in prices witnessed during the past six years were underproduction and that enormous expansion of credit which resulted from war finance. The proportion of purchasing power to goods available for purchase was greatly increased, with the consequence that the value of each unit of purchasing power decreased when expressed in terms of goods. As 'money' was plentiful and goods were scarce, it was inevitable that, in competing for the commodities they needed, individuals and governments should bid one against the other and thus force prices higher and higher. The remedy for high prices is a reversal of the processes which produced them. An ever-increasing ratio of money to goods produces ever-increasing prices, and similarly, a decreasing ratio of money to goods will result in decreasing prices. This operation involves increased production and contraction of credit, or, alternately, an increase in the volume of production sufficient to more than offset any expansion of credit. It is also conceivable that prices might fall in response to a world-

wide reduction in demand resulting from economy, compulsory or otherwise, or they might even fall coincidentally with a reduction in production, if simultaneously credit were contracted to an even greater degree than production was reduced. These two latter contingencies are, however, improbable, and it is reasonably certain that the fall, when it comes, will result from increased production, from contraction of credit, or from both factors working together. That being so, it would seem that whatever may happen in the case of isolated commodities, anything in the nature of a sudden, drastic and permanent decrease in the level of general prices is highly improbable. To increase production or to contract credit must, from the very nature of things, be a gradual process, and it follows that, over a period, the fall in general prices must also be gradual.

**"The danger we have to fear is the adoption of an extreme policy of deflation which, by attaching too much importance to the contraction of credit and too little to the commodity aspect of the problem, will prejudice production."**

\* \* \* "These dangers are very real, and they were dealt with at some length by the chairman of this bank, Mr. F. C. Goodenough, in an address delivered to the Parliamentary Commercial Committee of the House of Commons. He said:

"Should prices refuse to yield further to the pressure produced by stringency of credit, because of more powerful causes beyond our control, then output would have to be reduced, or alternatively our standard of living would have to be lowered, either of which alternatives would bring about unemployment and labor unrest, which are the principal evils it is hoped to prevent by reduction of prices.

"If we could be sure that contraction of credit would bring down prices, the experiment would be worth trying, but there seems to be a great danger in fixing an arbitrary limit to the supply of credit, and in assuming that prices must inevitably adapt themselves to such limit, so long as there are factors governing prices, which for the time being are entirely beyond our control.

"The deflation that is needed is that which will bring down the ratio of purchasing power to the amount of purchasable things, and this might even be accomplished by expansion of purchasing power, coupled with a greater expansion in the volume of purchasable things.

"Between unlimited credit expansion and an arbitrary limitation there lies the alternative of careful discrimination by the banks in the matter of their advances, such as has lately taken place under the pressure of a healthy stringency. It lies with the banks to force the liquidation of speculative positions, while not unduly restricting the demands of legitimate industry. In this matter we can slowly, but with certainty, attain to gold prices.

"Our policy, therefore, should be to supply adequate credit to enable legitimate industry to expand, and this requires also a system of currency working in unison with such a volume of credit as may be required to carry on the business of the country."

### \$500,000 Consolidation of Grocery Companies.

Martinsburg, W. Va., July 29.—[Special.]—John B. Stevenson of Huntington, head of Schon, Stevenson & Co. of Huntington, wholesale grocers, and also head of the Stevenson Grocery Co., another large wholesale grocery at Fairmont, and Gray Silver, fruit grower and farmer of Martinsburg, have engineered a merger of the John W. Bishop Company and the C. A. Miller Grocery Co. of Martinsburg. The houses consolidated will hereafter be known as the John W. Bishop Company, a new company with that name having been organized with a capital of \$500,000. Mr. Stevenson has been elected president; Gray Silver, vice-president, and Max Von Schlegel, secretary-treasurer. In addition to acquiring the two grocery houses named, the new company has also purchased a flour mill at Martinsburg having a capacity of 150 barrels and will handle the output of the mill through the grocery firm.

# Boyden Steel Corporation Incorporated in Maryland With \$100,000,000 Capitalization

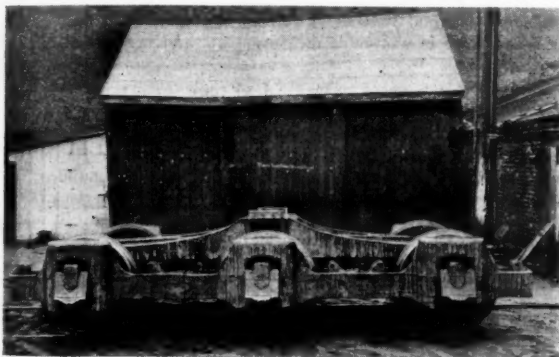
PLANS TO ESTABLISH PLANTS IN BALTIMORE AND OTHER CITIES FOR THE MANUFACTURE OF BOYDEN TRUCKS FOR RAILROAD CARS.

Incorporation of the \$100,000,000 Boyden Steel Corporation last week set a new high record in Maryland in the amount of capitalization involved. Plans of the new concern, which takes over the Boyden Co-ordinating Car Corp., controlling the five patents on a new design railroad car truck, include the establishment of factories in Baltimore and other places, and if successful will inaugurate a new era in the transportation world.

George A. Boyden, the inventor of the truck, was also the inventor of the Boyden airbrake patents sold to the Westinghouse interests and now used on every railroad car in the country. Mr. Boyden states that his new truck is designed primarily to eliminate friction and to enable a railroad car to be pulled around a curve without requiring any more power than is used to pull a car on a straight track, to further the standardization of car

test that is said to have been exceedingly gratifying, is as follows: Master car builder standards of wheels and axles, journal boxes and springs are used, to which are arranged four steel castings, one center and two end bolsters; one co-ordinating element, or center plate. In design the parts are interlocking and can be put together and taken apart without any tools, as there are no screws, nuts, bolts or rivets employed. They are machined to standard sizes, and, therefore, interchangeable for repairs or renewals, which is said in itself to be a great step in advancement of car truck construction.

In the operation of the trucks in passing from tangent to curve, the pilot journal and bolster thereof moves endwise toward curve radius point and by means of the centerplate, or co-ordinating element, moves and holds all the journals to conform to the track curvature, retaining, it is claimed, all the essentials of a square truck, at the same time conforming to curve requirements, relieving the friction between wheel flange and rail, and thus saves fuel. The truck is claimed to prevent spreading and wearing of the outer rail, reduces motive power and numbers of crew, makes possible faster freight schedules, overcomes loose truck connections, lurching of load and accidents due to curves.



BOYDEN STANDARD SIX-WHEEL TRUCK.

construction, and allow for the use of larger capacity freight cars, as he estimates that with his device freight cars of 100 tons capacity can be used.

Mr. Boyden, in speaking of the possibilities ahead for his concern, stated that there are needed annually 100,000 new freight cars, and that the estimated steel consumption of the Boyden Steel Corp. would run into hundreds of thousands of tons a year. The master car builders of the country have been advocating for some years the standardization of car construction, and he said his new truck, which uses standard parts, fills those demands of simplicity and ease of construction, and safety and efficiency in operation.

Scope of the contemplated operations of the corporation are outlined in the broad powers given under its charter, which authorizes it "to design, manufacture, build, erect, construct, equip, import and export, as agents or otherwise, car trucks, vehicles, tractors, conveyances and railway appliances of every kind and description and movable equipment of every character, whether the same be propelled by motors, engines, compressors, machines or other contrivances, operated by means of electricity, steam, gas, gasoline, compressed air or other forms of power which now or hereafter may be used." Authorization is further given the corporation to build factories and other structures, and to hold, sell and grant licenses in respect of, mortgage, or otherwise dispose of letters patent of the United States, or any foreign country, patent rights, and to deal in other lines incidental to the activities of the company.

The Baltimore incorporators of the Boyden Steel Corp., which has headquarters in the Keyser Building, are: George A. Boyden, Robert Ramsay, Theodore G. Lurman, Robert E. Lee Marshall, Janon Fisher, Franklin E. Edmonds of Philadelphia and John C. Frazee of Lansdowne, Pa. Other prominent business men of the East are also said to be interested.

Construction of the truck, which has been given a preliminary

## Western Flour Millers Will Erect Big Plant at Savannah.

Savannah, Ga., July 30—[Special.]—Official announcement has been made of the decision of the Centennial Mill Co. of Seattle, Wash., to establish a mixing and blending mill at Savannah for plain and self-rising flours. The Savannah plant will have a capacity of 2000 barrels per 10-hour-day run and a warehouse storage capacity of 100,000 barrels.

The Centennial Milling Co. has plants at Seattle, Portland and Tacoma, and operates a large plant at Memphis, which looks after and supplies the interior distribution of its products. In addition to these major mills, the company owns a chain of smaller mills through the wheat-growing sections of Washington and Oregon.

The raw products will be brought to Savannah in steamers from Pacific Coast points. The company will charter steamers which will pass through the Panama Canal, and this phase of the new industry means a great deal to this section in the possibilities that it opens for a direct water trade with the west coast, for the steamers will have to take return cargoes from this or some other port or lose the benefit of the return voyage.

Negotiations for this industry have been pending through the Savannah Board of Trade for a period of six months. It is the largest single industry to be located in Savannah since the coming of the Savannah Sugar Refinery, some four years ago. The flour mill will occupy a site on the Central of Georgia terminal. It is understood that plans have been accepted for the mill, and that construction will start within 30 days. It will require several months to complete a plant of this magnitude, but the machinery already has been purchased, it is stated, and all possible haste will supply a large export trade, and in addition its output will be distributed over the Southeastern States.

## \$400,000 High School Building Contract Awarded.

Savannah, Ga., July 30—[Special.]—Contract was let this week by the Board of Education for a high school building to cost approximately \$400,000. The building will be erected by the Artley Company, a Savannah concern. The supervising architect is William B. Ittner of St. Louis. Work will begin within 30 days. The contract calls for completion of the building by August 1, 1921.



### Fireproof Steel Lumber Construction Subjected to Severe Loading Test.

At the suggestion of the Baltimore Building Inspector, a loading test of National fireproof steel lumber floor construction was made at the Waverly plant of Dietrich Bros., local fabricators and distributors for the National Pressed Steel Co., Massillon, O., manufacturer of steel lumber.

A floor panel, designed for 125 pounds live load, was constructed with 10-inch steel joists, spaced 12 inches apart, supported by rolled steel columns and beams. A two-inch cinder concrete slab, reinforced by metal lath, was spread across the joists. The span was 19 feet. The Baltimore building code allows a deflection not greater than one-thirtieth of an inch per foot of span in this case, or a total of five-eighths inch deflection is allowed under a load of 125 pounds per square foot.

The designed load was placed on the slab four days prior to the final test. Under this loading the center span deflections were as follows: Maximum, five-sixteenths inch; minimum, one sixteenth inch; average, three-sixteenths inch (allowable under building code five-eighths inch). This load was left on the slab and the day before the final test increased to 317 pounds per square foot, or two and one-half times the designed maximum load. Under this excessive load, the greatest deflection measurement the day of the test was said to be thirteen-sixteenths of an inch.

Effort was made to carry the test out under usual working conditions. However, the slab, erected by the Consolidated Engineering Co., was constructed under disadvantages that do not exist in actual building operations, and the loads have been applied for days instead of hours. Also cinder concrete was used in the test slab and the surface was spade leveled. The full weight of the load was applied in such manner as to develop the greatest amount of shear in the concrete. The load, therefore, slightly crushed the concrete at one end to secure a more uniform bearing. On ordinary jobs the spacing of the steel joists is never greater than 24 inches, leaving a net span for the two-inch concrete slab of 20 inches. On account of the short span and the bearing area of any construction of loading, the critical point for the slab is said to be at the reactions.

The principal function of the concrete slab above the joist is for fire-blocking, and it is said that a two-inch thickness of concrete is recognized as efficient for this purpose and has been adopted as standard in steel lumber construction. It is claimed that the method of manufacture of steel lumber makes it capable of standing a high degree of heat without warping and thus weakening the floor construction.

Steel lumber was designed primarily to take the place of wood joists and studs in floor and partition construction. It has been in use 14 years, and is installed throughout the United States and

in foreign countries in practically every type of building. National steel lumber is spot-welded and produced in long sections from strip steel. Distribution of the product is made through structural steel fabricators and building-supply dealers.

It is claimed that steel lumber can be used on any building planned for lumber without architectural change. Other advantages of steel lumber are said to be found in its rigidity and fire-safety and low cost in fireproof construction. Because of the light dead-weight of the finished floor slab (about 35 pounds per square foot), it is claimed to be more economical in its adaptation to building construction designed for light loadings—office buildings, apartments, hotels, residences, hospitals, school buildings, light factory buildings and all construction contemplating loads under 150 pounds per square foot. In figuring on a school job in Washington a few days ago, Mr. Blake, the district representative of the National Pressed Steel Co., said that by using steel lumber construction there could be effected a saving of 400 tons of material, enough to fill a train of about 80 cars. This indicates the possibilities in saving of building cost, materials, labor, haulage and transportation.

Officials of the National Pressed Steel Co. conducting the test were Gilbert Canterbury, manager of the sales promotion department, and Stanley Macumber, manager of the steel lumber department, both of Massillon, O., and Beverly W. Blake, district representative for District of Columbia, Maryland, Delaware, Virginia and North Carolina, Lexington Building, Baltimore. Hildreth & Co., New York, and James G. Dempsey of Philadelphia, inspection engineers, were in charge of measurements and inspection during the test.

Among those present were: J. Frank Crowther, building inspector for Baltimore city; H. D. Bush, Carnegie Steel Co.; C. H. Osborne, former building inspector; Otto G. Simonson, architect; H. F. Doleman and S. J. Sprol, engineers of the Baltimore City Building Code Commission; S. Frank Bennett, builder; I. H. Scates, secretary Builders' Exchange; Geo. S. Robertson, secretary Engineers' Club, and C. P. Cannon of the B. F. Bennett Building Co., all of Baltimore.

### Mobile Concrete Plant Will Be Sold.

Mobile, Ala., August 2—[Special.]—The Fred T. Ley Company, builder of concrete vessels at Mobile for the Emergency Fleet Corporation, failed to exercise its extended option on the local plant by buying the property. The Emergency Fleet Corporation is to advertise for bids for the sale of the concrete plant.

While there is no hope that the plant will ever be used again for the construction of concrete vessels, it is hardly probable that so advantageous a location for a big industry will be permitted to remain idle very long.

Emergency Fleet officials say that several large firms are prospective buyers of the plant. One rumor has it that the American Sugar Refinery is after it. If bought by these people, a refinery will be established there. The site is located at the mouth of Mobile River.

Should the refiners purchase the site, the raw cane product would be brought to Mobile from Cuba, which is favorably located to Mobile in the matter of water rates. Also a low rail rate has been secured on the product out of Mobile.

Emergency Fleet Corporation officials are to soon return to Mobile, when the advertisements for the plant will be placed in various publications.

### Prosperous Towns and Cities in Delta Region.

Memphis, Tenn., August 2—[Special.]—With the prosperity of all residents in the immediate Lower Mississippi Valley, due to good crops of every kind from the fertile soil of the "Delta region," the towns and cities also are flourishing. At Alexandria, La., recently the city took up \$53,000 in bonds, although they were not due for 20 years. Plans are already made to pay off the remainder of the city's debt, amounting to \$73,000, on January 1.

At Monroe, La., also a "Delta" trade center, the citizens boast of a "millionaire city." The city has assets of \$990,000, and but \$103,000 in liabilities.



STEEL LUMBER UNDER OVERLOAD TEST OF 317 POUNDS TO SQUARE FOOT.

## LARGE CEMENT PLANT AT CHATTANOOGA. Sale of a City Owned by the United States Government.

**\$6,000,000 Organization Formed and Site Purchased.**

**Construction to Begin Soon on Plant With Capacity of 3000 Barrels Daily, to Be Increased to 5000.**

Chattanooga, Tenn., July 30—[Special].—A plant which may prove one of the largest industrial enterprises of the city was added to Chattanooga's list of industries this afternoon, when application for a charter for the Signal Mountain Portland Cement Co. was filed. The charter calls for an initial capitalization of \$6,000,000. Incorporators of the company are R. C. Lubien, well-known cement manufacturer of Stangar, Iowa; C. E. James, Chattanooga financier; A. Y. Jameson of Mason City, Iowa, and C. A. Lyerly, J. P. Hoskins and W. A. Sadd, local bankers. Organization of the company will probably be perfected early next week, when officers will be elected.

The new company has purchased the site of the proposed James steel plant at the foot of Signal Mountain, about five miles from here, together with 600 acres of limestone land. Construction of a gigantic plant, which will start operations with a capacity of 3000 barrels of cement a day and be increased to 5000, will be begun as soon as possible. The plant will be ideally located within a stone's throw of all needed raw materials. Negotiations have been completed for coal from mines within a few miles of the plant. The plant will be managed by George P. Deickmann, manager of the Gulf States Portland Cement Co. at Demopolis, Ala. Mr. Lubien, together with other Western capitalists, will be the chief stockholders. While several stockholders of the local company are owners of stock in the Gulf States company, the two plants will be run independently.

### **\$2,000,000 Addition to Alabama Cement Plant.**

Mobile, Ala., August 2—[Special].—It is learned here that the Gulf States Portland Cement plant at Demopolis, Ala., will build a two-million-dollar addition to its plant. Announcement is made by the company officials.

The new unit to the plant will have an output of 2500 barrels of cement per day, making the entire daily output of the plant 3500 barrels. This does not include the agricultural lime made by the plant.

The company now has in operation a cement and carbonate of lime plant valued at \$2,000,000. The output of the plant is hauled to Mobile by water, and practically all of it is handled through local dealers.

Lack of facilities in getting the product to market now is the only thing that is delaying the company in constructing the additional plant. The company is unable to get freight cars, and its only outlet is by shipping its product by river. Official announcement is made that as soon as the company is assured that the Government's barge line is able to take care of the additional freight the new unit to the plant will be constructed.

Present cost of handling the cement is about \$1 per barrel in excess of what it will be when barge-line facilities are available. Poor means of handling the freight to the boat, delays from various causes, crude barge facilities are given as causes for the excessive cost. The rail rate is much lower than the present water rate, but the plant is unable to get cars from the railroad.

### **Fruit Culture in Eastern Kentucky Mountains.**

Whitesburg, Ky., August 2—[Special].—This year's splendid peach crop in the flats and coves of the Cumberland Mountains, a few miles above here, adjacent to the Virginia State line, is proof that the fruit industry will pay handsome dividends on most mountain soil, because the season has been entirely unfavorable to fruit. Farmers of the Cumberland Mountain sections, especially in all elevated places, are blessed with bumper peach crops, and some rare specimens are being shown on the streets of this city.

A few days ago the Dwarf Orchard Co. was organized at Hazard by J. W. Craft, A. C. Rhinehart and others, all expert fruit men, who announce that they will plant thousands of trees the coming fall, giving them every possible care and attention.

A complete city is to be sold by the United States Government. The city is "Old Hickory," at Jacksonville, Tenn., 15 miles from Nashville, the State capital. "During the war," says the official announcement of the sale, "Old Hickory was the largest smokeless-powder-producing plant in the world." It comprises an area of 4706 acres, of which 1,800 acres are used exclusively for manufacturing, with 1112 buildings ready to operate, and there are also 560 acres adjacent to the works, with 3867 homes of various types, social and civic buildings. Three sides of the plant are touched by the Cumberland River, which is navigable, and it is also convenient to three important railroads, the Louisville & Nashville, the Nashville, Chattanooga & St. Louis and the Tennessee Central. There are 94 miles of plant railroads of standard and narrow gauge, with a reclassification yard of 660 cars capacity.

Macadam and concrete roads provide for heavy hauling. A pumping station, having a capacity of 100,000,000 gallons, provides water for all purposes. The steam power plant is described as the largest in the world. There is refrigerating capacity equal to 3,000,000 pounds of ice daily, electrically driven and controlled coal-handling equipment, including belt conveyors, crushers and silos capable of handling 73 cars of 45 tons daily. A 100,000-ton storage yard is served by two locomotive cranes. Fully equipped repair shops, embracing every trade and including a foundry with a 3½-ton cupola, handles maintenance work for the plant. There is also an up-to-date chemical and experimental laboratory.

It is further stated in the official announcement, which appears elsewhere in this issue of the MANUFACTURERS RECORD, that either individual units of the plant, or else the plant in its entirety, can be modified and made profitable for many varied industries not having any connection with the making of smokeless powder. Besides the plant itself there is a large quantity of marketable surplus property on the grounds.

The Government prefers to sell the entire property as a complete unit, but it is stated that if anyone wishes to use only one of the several separate units which compose it, he should write stating his preferences and allow the Government to put him in touch with other buyers similarly disposed, and so form a group which could take immediate possession of the entire plant. The different units consist of individual plants adaptable for the manufacture of chemicals, rubber goods (especially automobile tires), pulp and paper, sugar, coke and coke by-products; food, both evaporated and concentrated; iron and steel fiber products, such as asphaltum shingles; aluminum, wood boxes, refrigeration equipment, cellulose, photographic films, etc., besides others useful for cold storage and the manufacture of ice.

Bids will be received now and until 10 A. M. Eastern standard time September 2, and further information can be obtained from the Ordnance Salvage Board, War Trade Building, Washington, D. C., while an inspection of the plant can be arranged for through the Commanding Officer, "Old Hickory" Powder Plant, Jacksonville, Tenn.

### **For Construction of Charleston-Columbus Highway Link.**

Charleston, W. Va., July 30—[Special].—The voters of Union district, Jackson county, having at an election held on July 17 given their consent to the issuance of bonds in the sum of \$90,000, by an overwhelming vote, for the construction of hard-surface roads as a part of the Charleston-Columbus highway, there yet remains only one district to forge the last link in the chain of districts who have made or will make the new highway possible, and that is Ripley district of Jackson county, where an election will be held early in August.

If the proposed bond issue is favorably acted upon, it will be an unbroken hard-surface road from Charleston by way of Sissonville, Ripley, Cottageville, Mason City, and thence to Pomeroy, on the Ohio side. When the new highway is completed it will be officially recognized by the Government as one of the Federal highways and will be utilized to some extent for the transportation of parcel post mail, and will also be designated as a military road. The new road is expected to furnish one means of helping to break the present transportation tangle.

### Southern Industrial Activities During July.

General industrial and building progress throughout the South continues to be active. Nearly every character of enterprise connected with manufacturing from Southern raw materials is being announced for establishment, and many existing enterprises are determining plans for increasing facilities. There are also being reported many thousands of buildings not directly connected with industrial pursuits. During July the MANUFACTURERS RECORD presented 4207 industrial and building items containing the essential details of many plants to be established or enlarged, besides buildings for other than industrial purposes. There were 1837 industrial development items, 1174 building reports, 26 items of railroad construction, 417 of financial organizations, 668 items of prices and information wanted on many different classes of products, including 33 from foreign countries.

Coal mines, oil mills, drainage systems, electric plants, flour mills, foundries, hydro-electric developments, lumber mills, railway shops, road and street construction, textile mills, water-works, etc., were among the industrial developments. Apartment-houses, bank and general office structures, churches, city and county buildings, courthouses, hotels, railway stations, schools, theaters, warehouses, etc., were among the many buildings.

The July items (not including buildings costing less than \$10,000 and numerous industrial enterprises of a minor character, but which in the aggregate represent a large investment) are summarized in the following table:

	Totals for July.	Totals Jan. to July, incl.
<b>Industrial Developments.</b>		
Airplane Plants, Stations, etc.	5	24
Bridges, Culverts, Viaducts.	71	335
Canning and Packing Plants.	27	145
Clayworking Plants.	8	187
Coal Mines and Coke Ovens.	100	533
Concrete and Cement Plants.	4	49
Cotton Compresses and Gins.	34	223
Cottonseed Oil Mills.	5	39
Drainage Systems.	28	113
Electric Plants.	69	562
Fertilizer Factories.	16	115
Flour, Feed and Meal Mills.	36	253
Fondry and Machine Plants.	63	537
Gas and Oil Enterprises.	191	114
Hydro-Electric Plants.	20	68
Ice and Cold-storage Plants.	39	383
Iron and Steel Plants.	1	26
Irrigation Systems.	..	13
Land Developments.	48	156
Lumber Manufacturing.	75	632
Metal-working Plants.	15	119
Mining.	28	186
Miscellaneous Construction.	27	179
Miscellaneous Enterprises.	127	858
Miscellaneous Factories.	186	1,615
Motor Cars, Garages, Tires, etc.	143	1,406
Railway Shops, Terminals, Roundhouses, etc.	19	46
Road and Street Construction.	314	1,918
Sewer Construction.	43	407
Shipbuilding Plant.	3	34
Telephone Systems.	11	109
Textile Mills.	42	519
Water-works.	67	535
Woodworking Plants.	62	488
	1,837	13,508
<b>Buildings.</b>		
Apartment-houses.	29	354
Association and Fraternal.	42	307
Bank and Office.	56	679
Churches.	136	895
City and County.	40	198
Courthouses.	10	77
Dwellings.	241	2,250
Government and State.	14	129
Hospitals, Sanitariums, etc.	41	315
Hotels.	29	372
Miscellaneous.	43	304
Railway Stations, Sheds, etc.	9	48
Schools.	294	1,706
Stores.	121	1,066
Theaters.	33	279
Warehouses.	45	508
	1,174	9,486
<b>Railroad Construction.</b>		
Railways.	26	215
Street Railways.	..	14
	26	229
<b>Financial.</b>		
Corporations.	82	1,913
New Securities.	335	2,908
	417	3,911
<b>Machinery Wanted.</b>		
Machinery, Proposals and Supplies Wanted....	668	4,722
<b>Fire Damage.</b>		
Fire Damage, etc.	85	897
<b>Totals.</b>	<b>4,207</b>	<b>32,753</b>

### Interesting Analysis of Atlanta Census Figures.

Millers Indemnity Underwriters, Bailey & Collins, Managers.  
Atlanta, Ga., July 15.

#### Editor Manufacturers Record:

The statistics of the census of Atlanta have now been published, and in view of the fact that the claim is often heard in the North that Atlanta's growth and prosperity have been due to the large number of Northern people here, these census figures are certainly interesting. For instance, they show the birthplaces of Atlantans as follows:

Georgia	154,063
South Carolina	9,271
Alabama	7,321
Tennessee	3,701
North Carolina	3,307
Virginia	2,167
Florida	1,325
Kentucky	1,314
Foreign	5,715
<b>Total</b>	<b>188,074</b>

If you will add to the above figures 8377 persons whose parents were of foreign birth, there will be a total of 196,451 persons that originally came from elsewhere than our Northern States. Inasmuch as the total population of Atlanta as shown by the 1920 census was 200,616, we have a total of only 4168 persons born outside of the older Southern States above named, Georgia and foreign countries. You must realize that out of this total of 4168 should be deducted those persons born in such States as Mississippi, Louisiana and Texas, of which there must be a considerable number.

Of course, included in the total shown above as having been born in Georgia there must be a large number of small children whose parents will be shown as having been born north of the Mason and Dixon Line, but the purpose of these figures is to show what a comparatively minor part adults of Northern birth have played in the growth and upbuilding of Atlanta. Everyone realizes that Atlanta has many useful and honorable citizens that have come here from the North and East, and can well use many more, provided they stack up with those Northerners already here, but we might as well keep the record straight, and if there is any credit due for the amazing growth of Atlanta from the ashes left by the war between the States, this credit must go mainly to the Southern people that are here.

R. A. KENNEDY.

### Cottonseed Crushers Establish National Statistical Service at Washington.

The Interstate Cottonseed Crushers' Association's publicity bureau in Washington, D. C., is extending the scope of its activities by the addition of a completely equipped statistical service and economic research department. The new service will be conducted by Mr. W. Arthur Shelton, formerly director of the School of Commerce of the University of Georgia, and lately in charge of the research section of the Interstate Commerce Commission.

Weekly bulletins will be issued to members of the association, giving analysis of the current marketing conditions as shown by all available statistics of crop and market reports, imports and exports, and domestic movement of raw materials and stocks in cottonseed and edible oil-mill products, including competing commodities in the grain and provision trades.

Monthly summaries will be supplied through the association's official monthly bulletin, the Cotton Oil Press, which is published in Washington under the management of Mr. Louis N. Geldert, who is also editor of the monthly bulletin. The publicity bureau's educational work will be extended in other directions by conducting exhibits of edible oil-mill products at National and State industrial and agricultural expositions and by the publication of special articles and booklets dealing with the economic worth of the industry.

It is proposed not only to co-ordinate the facts and figures pertaining to the industry for the direct benefit of the trade itself, but to inform the public generally of its position in the world's supply of food fats. Edible oil-mill products in America have an annual value of about three-quarters of a billion dollars a year, the oils going directly into food consumption in refined and manufactured form and the meal and cake constituting the most important source of concentrated protein cattle-feed supply.



## Delegates to Warrior River Meeting Pledge Support to Increase Traffic on That Waterway.

Mobile, Ala., August 2—[Special.]—Many delegates attended a meeting here July 28 for the purpose of discussing development of transportation on the waterways of Alabama and Mississippi. The meeting brought forth numerous pledges that interior towns will support the Warrior River traffic, while representatives from various cities affected announced that they stood ready to use water transportation whenever possible.

The meeting was decidedly representative. Delegates, in addition to Mobile, were in attendance from Demopolis, Selma, Jackson, all Alabama points, and Pascagoula and Gulfport, Miss. Henry De Bardeleben of Birmingham, in charge of the Warrior River system, was present, as also was Major R. S. Thomas, United States Engineer Corps, Mobile, and Major Earle North, Major Thomas' successor.

The conference was held in the office of Major Thomas, where many suggestions were made for more general use of the system and its development.

Mr. De Bardeleben explained in detail plans for the waterways and went over rates as now proposed, gave statistics on volume of freight now hauled and the amount of freight expected, equipment in use and under construction, other equipment needed, and dwelt on other topics relating to the waterways system.

Mr. De Bardeleben said that the City Commission of Mobile had agreed to provide a derrick here as soon as the building of the 200 steel containers for use on the Warrior were authorized, adding that up to this time only 20 containers have been delivered and only 100 more have been authorized. He expressed the opinion that the city could handle the freight now offered with its present facilities, which included a derrick rented.

One of the important addresses of the meeting was made by R. G. Cobb, traffic manager of the Mobile Chamber of Commerce. Mr. Cobb, who is acknowledged to be one of the best-posted rate experts in the South, and who has testified in every big rate hearing in the last 10 years affecting Mobile, predicted that the raise in freight rates asked by the railroads would mean diversion to the waterways of heavy tonnage of freight. Morgan Richards, secretary of the Selma (Ala.) Chamber of Commerce, gave as his opinion that refusal of railroads to issue joint rates with river packet lines and non-issuance of joint bills of lading were two causes of the comparatively small amount of freight handled on the Alabama River.

The delegation from Pensacola asked assistance of the department in speeding the opening of the 22-foot channel to the Gulf, in maintaining a 10-foot channel between Mobile and New Orleans by the inside route (Mississippi Sound), and in improving the Pascagoula and Leaf rivers to Hattiesburg, Miss.

There is available a tremendous tonnage of freight for the waterways system at Demopolis, including lumber, staves, cement and other commodities, according to the report made by the Demopolis delegates. The Demopolis people offered a free site for a terminal either on the Tombigbee or Warrior.

H. G. Barclay, freight agent of the Louisville & Nashville Railroad at Mobile, told the meeting that his company was not hostile to the waterways, and would co-operate to get some classes of freight that could be handled better by water than by rail. There is now more business than the railroads can handle, he said, adding that anything that develops the country at the same time develops the railroads.

## Predicts That New Equipment Will Greatly Reduce Transportation Costs on Warrior River.

Mobile, Ala., August 2—[Special.]—Reduction of the present cost of 2½ mills per ton-mile in the handling of river freight to one-half mill per ton-mile is the prediction of Henry T. De Bardeleben. He sees this big reduction in freight rates on waterways of the Mississippi-Warrior system as soon as equipment now under construction for this system is put into service. Mr. De Bardeleben is manager for the Warrior system. He made the statement while in Mobile, July 30.

Mr. De Bardeleben said the present cost of 2½ mills per ton-mile is possible with some equipment of a type used before the Civil War. In other words, his statement means that one ton of freight will be transported a hundred miles at a cost of five cents.

These figures are based on the six-foot channel now available to the head of navigation at Cordova, Ala. The cost of navigation will be much reduced when an eight-foot channel is provided, he said, as tow of barges loaded to an eight-foot draft can be brought down the river at practically the same cost as when loaded to six feet. It means that one-third more freight may be hauled on a barge with an eight-foot channel than can now be hauled with the six-foot channel.

At least two of the modern towboats are expected by September 15, he said. Others will come as fast as they can be delivered.

There is enough freight available at Birmingham alone to make the Government barge line profitable on the Warrior, continued Mr. De Bardeleben, if there were no other freight on the river. Shippers of Birmingham are now offering 1,000,000 tons per month, he said, but about half of this is refused because there is not sufficient equipment to handle it.

Handling of freight between the barge and the freight car is the biggest problem, continued Mr. De Bardeleben. It is the most expensive item to be faced, he said, estimating that the cost of handling such freight as pig-iron at Birmingham with electromagnets and the most modern equipment will not be less than 25 cents per ton, which is about as much as the cost of transportation from Birmingham to Mobile. Where terminals are not as well equipped the cost of handling will be greater, and those cities or towns that do not provide terminal facilities will lose the advantage of river transportation.

Explaining the rate adjustment, he said that a differential of 20 per cent under the rail rate had been adopted for the present, but that it is planned to lower this rate as soon as the line is on a paying basis. Rail and water rates are adjusted to allow the same saving per ton to interior points as to river points, although rates to these points, he declared, are not arbitrarily fixed at 20 per cent under the rail rate, thus allowing river cities the advantage of their favored positions and at the same time giving interior cities advantages of the waterways. All rates published include insurance and include all transfer charges en route.

Hostility by railroads to the waterway will in time disappear, in the opinion of Mr. De Bardeleben. Referring to lack of co-operation on the part of some railroads, he said that it was frequently necessary to hold barges because several carloads of coal had disappeared somewhere within the 20 miles between the mine and tiple on the river, and that cars plainly billed to Mobile by the rail and water route had turned up in Mobile after coming all-rail.

Mr. De Bardeleben expects to see within the next two years many privately-owned barge lines operating between Mobile and Birmingham. He said he knew of at least one company that will place in operation a line regardless of what the Government did. He added that it is by no means the intention of the Government to monopolize shipping on the river, but merely to blaze the way for private enterprise by showing the great saving that can be effected through handling of freight by modern equipment operated in a businesslike way.

## Will Build Concrete Dam for Hydro-Electric Development.

Raleigh, N. C., July 31—[Special.]—The Moncure Manufacturing Co., which recently bought the undeveloped water-power at and above Lockville, near the Cape Fear River, will build a concrete dam on Deep River, which two miles below unites with the Haw and forms the Cape Fear, and will furnish electric power for Pittsboro, Moncure and other places, as well as for a number of industrial plants. A brick plant will be one of the latter—to be in the valley of the river, quite near Lockville. Much fire clay is in that valley region. It is also the plan to build a cotton mill.

Some years before 1861 the Cape Fear and Deep Rivers were by means of locks and dams made navigable to Lockville. The object was to get to the soft-coal mines at what is now Cumnock and ship the coal by water to Fayetteville and Wilmington. The Civil War came on and the work stopped and was never pushed on to Cumnock, 12 miles above Lockville. Iron is also in that region, but in small pockets, and is no longer mined. On the site of the old navigation dam at Lockville will stand the modern one. This old dam was used for water-power up to 1901, when it was swept away by a freshet and since then the power has been idle.

## Chamber of Commerce Referendum Overwhelmingly Favors the Open Shop.

Washington, July 30.—[Special.]—Overwhelming approval of a platform setting 12 principles of industrial relations has been given by the membership of the Chamber of Commerce of the United States in a referendum vote, the result of which was announced today.

The 12 principles of industrial relations advanced by the committee and the vote on each are given as follows:

1. Every person possesses the right to engage in any lawful business or occupation and to enter, individually or collectively, into any lawful contract of employment, either as employer or employee. These rights are subject to limitation only through a valid exercise of public authority.

IN FAVOR, 1675; OPPOSED, 2.

2. The right of open-shop operation, that is, the right of employer and employee to enter into and determine the conditions of employment relations with each other, is an essential part of the individual right of contract possessed by each of the parties.

IN FAVOR, 1665; OPPOSED, 4.

3. All men possess the equal right to associate voluntarily for the accomplishment of lawful purposes by lawful means. The association of men, whether of employers, employees or others, for collective action or dealing, confers no authority over, and must not deny any right of, those who do not desire to act or deal with them.

IN FAVOR, 1677; OPPOSED, 4.

4. The public welfare, the protection of the individual and sound employment relations require that associations or combinations of employers or employees, or both, must equally be subject to the authority of the State and legally responsible to others for their conduct and that of their agents.

IN FAVOR, 1671; OPPOSED, 4.

5. To develop, with due regard for the health, safety and well-being of the individual, the required output of industry is the common social obligation of all engaged therein. The restriction of productive effort or of output by either employer or employee for the purpose of creating an artificial scarcity of the product or of labor is an injury to society.

IN FAVOR, 1675; OPPOSED, 3.

6. The wage of labor must come out of the product of industry and must be earned and measured by its contribution thereto. In order that the worker, in his own and the general interest, may develop his full productive capacity, and may thereby earn at least a wage sufficient to sustain him upon a proper standard of living, it is the duty of management to co-operate with him to secure continuous employment suited to his abilities, to furnish incentive and opportunity for improvement, to provide proper safeguards for his health and safety and to encourage him in all practicable and reasonable ways to increase the value of his productive effort.

IN FAVOR, 1679; OPPOSED, 2.

7. The number of hours in the work day or week in which the maximum output, consistent with the health and well-being of the individual, can be maintained in a given industry should be ascertained by careful study and never should be exceeded except in case of emergency, and one day of rest in seven, or its equivalent, should be provided. The reduction in working hours below such economic limit, in order to secure greater leisure for the individual, should be made only with full understanding and acceptance of the fact that it involves a commensurate loss in the earning power of the workers, a limitation and a shortage of the output of the industry and an increase in the cost of the product with all the necessary effect of these things upon the interests of the community and the nation.

IN FAVOR, 1677; OPPOSED, 3.

8. Adequate means satisfactory both to the employer and his employees, and voluntarily agreed to by them, should be provided for the discussion and adjustment of employment relations, and the just and prompt settlement of all disputes that arise in the course of industrial operation.

IN FAVOR, 1668; OPPOSED, 8.

9. When, in the establishment or adjustment of employment relations, the employer and his employees do not deal individually, but by mutual consent such dealing is conducted by either party through representatives, it is proper for the other party to ask that these representatives shall not be chosen or controlled by, or in such dealing in any degree represent, any outside group or interest in the questions at issue.

IN FAVOR, 1568; OPPOSED, 54.

10. The greatest measure of reward and well-being for both employer and employee and the full social value of their service must be sought in the successful conduct and full development of the particular industrial establishment in which they are associated. Intelligent and practical co-operation based upon a mutual recognition of this community of interest constitutes the true basis of sound industrial relations.

IN FAVOR, 1664; OPPOSED, 2.

11. The State is sovereign and cannot tolerate a divided allegiance on the part of its servants. While the right of government employees, national, State or municipal, to be heard and to secure consideration and just treatment must be amply safeguarded, the community welfare demands that no combination to prevent or impair the operation of Government, or of any Government function, shall be permitted.

IN FAVOR, 1663; OPPOSED, 4.

12. In public-service activities the public interest and well-being must be the paramount and controlling consideration. The power of regulation and protection exercised by the State over the corporation should properly extend to the employees in so far as may be necessary to assure the adequate, continuous and unimpaired operation of public-utility service.

IN FAVOR, 1649; OPPOSED, 18.

The referendum on public-utilities employment carried the recommendations of the chamber's committee on public utilities. These were two in number, and are given as follows, with the vote on each:

"The committee recommends that strikes by employees of all public service corporations performing public service essential to the lives, health, security, comfort and well-being of the people should by law be explicitly prohibited. For, 1564; against, 97.

"The committee recommends that suitable tribunals should be created by law to adjudicate differences between the employees of public service corporations and their employers, and that the decisions of such tribunals should be final and binding upon both parties. For, 1571; against, 100."

## Building Activity at Daytona, Fla.

The Gazette News of Daytona, Fla., in its issue of July 23 reviews the building activity in that city and in the adjacent community of Daytona Beach and Seabreeze, just across the Halifax River from Daytona proper. The showing is a remarkably interesting one, indicating a building activity such as has never before been known in that immediate section, and which probably has not been surpassed at any time in any other of the smaller towns in Florida except Miami, which has been one of the marvels of the country and is now in the big-city class.

Among the buildings which are under construction at Daytona is a superb residence reported to cost about \$250,000 and on which work has been under way for six months. It will take a year and a half longer for completion. This dwelling is for Mr. Julian Arroyo of New York, who has recently made Daytona his permanent home, and is beautifying one of the most attractive spots in the State with this residence. Mr. Arroyo is also reported as planning for the building of a large apartment-house, while many other important building operations are being vigorously pushed in Daytona.

Across the Halifax River on the Daytona Beach-Seabreeze side it is reported that a quarter million dollars of house building is under way, in addition to an expenditure of over \$350,000 for paving and street improvements. Among the larger houses which are being built on that side of the river is a costly residence for Mr. George F. Johnson, the well-known shoe manufacturer of Endicott & Johnson, and a residence which is being built by his brother, C. Frederick Johnson, at a cost of \$75,000. A number of other extensive residences are also under way.

The Daytona Morning Journal also reports the purchase of two lots facing on the Halifax River front by Senator L. V. Sherman of Illinois, who will build a \$20,000 home there.

More than a year ago when John D. Rockefeller, after trying for several years the climate of California and other places and then testing the Daytona climate for three years, decided to build a permanent winter residence at Ormond, close to Daytona, the MANUFACTURERS RECORD stated that the very fact that the richest man in the world had selected that locality for a permanent home would command world-wide attention and make other people turn their thoughts to Florida as a winter home. There are evidences in every direction that this prediction is being fulfilled.

Daytona is only one of the towns in Florida which are rapidly growing. The development in that State will soon fulfill all of the predictions of the most enthusiastic lover of Florida, for Florida is unquestionably to be to the East and the Central West what California was for many years to the far West. The tide of population which once swept across the continent to California will in the not-distant future turn toward the South, and especially toward Florida, which is a State of unique and varied advantages.

Florida's position was typified in a remark made last year when a man who had moved from New York three years ago was expressing his enthusiastic delight by saying that he had really never lived before, and then he added: "There is only one trouble with Florida—there is only one of it; and when people fully understand its advantages the rush will be so great that the State will become congested with population."

Fortunately, however, that time is still far distant, for Florida is one of the largest States in the Union, having a coast line of more than 1000 miles.

### Fairfax Harrison's View of Railroad Rate Advance and Individual Railroad Control.

Washington, D. C., August 2—[Special.]—Fairfax Harrison, president of the Southern Railway System, said today:

"The tremendous increase of railroad rates authorized by the Interstate Commerce Commission seems to complete the circle of Government management of the railroad industry. It was necessary to carry the scale of expenses set up by the Railroad Administration, but it must cause grave concern as to its economic consequences. It now remains for private management to resume the practice of competitive efficiency and self-reliant initiative which distinguished the American railroads during so many years, and to justify the preference of the American people for that form of administration by making possible not only the success of individual companies and the prosperity of their loyal employees, but a constant and progressive reduction of rates accomplished by an enlargement of service to the public such as may be traced through the old-fashioned railroad statistics. No one can expect this to be accomplished over night, considering the practical conditions, but a start can be made at once. Relying on the co-operation and support of the employees, the management of the Southern Railway System will make the effort."

### Camp Taylor May Become Industrial Center.

Louisville, Ky., August 2—[Special.]—The conversion of Camp Zachary Taylor, soon to be abandoned by the War Department, into an industrial center is to be given serious consideration by the Louisville Board of Trade and the Louisville Industrial Foundation, it is announced by Frank B. Ayres, manager of the Foundation.

In readiness for the Government to abandon this camp of 1495 acres, which is on the southern outskirts of the city, the Industrial Foundation, a corporation created by the Louisville Board of Trade with \$1,000,000 capital to promote industrial development, some time ago prepared data showing industrial purposes for which the camp might be available. These are not now revealed, but it is stated that the Foundation is preparing to take up the matter of utilizing the camp with three or four nationally-known corporations.

The camp has miles of asphalt-paved streets, sewers, street-car service, lights, water and telephone service supplied by the city. It is stated that the big warehouses could be used practically as they are for factories of certain types, as they have foundations strong enough to support heavy machinery and the buildings are well constructed. The barracks might be available for small factories making such articles as hats, caps, suspenders and novelties, it is declared by Eugene Bristow, city assessor.

### Campaign Launched for State Control of Mobile Port.

Mobile, Ala., August 2—[Special.]—The Alabama Harbor Commission has launched its campaign for an amendment to the State Constitution which, if successful, means taking over the port of Mobile by the State, thus bringing about a condition now governing the port of New Orleans. In other words, if the amendment carries, State aid for the port of Mobile will be possible.

Plans for the campaign were perfected in Mobile at a meeting of the Harbor Commission July 27.

People residing in the interior of the State will be told just how they will benefit through proper enlargement of the port facilities at Mobile. The principal point to be stressed will be the fact that without water competitive rates they will be at the mercy of railroads.

Passage of the amendment not only means that it will be possible to extend State aid to the port of Mobile, but that the State can help other worthy undertakings.

Should the amendment carry, it would be necessary for the Legislature to provide proper State aid for this port, as the amendment itself does not make such provision.

It is planned to have the State guarantee securities for the development of the port of Mobile. It does not by any means mean that the State of Alabama shall appropriate funds for this purpose, because with the State's guarantee behind harbor securities the revenue derived from port receipts would retire the securities.

The amendment is to be voted upon at the November election.

### Perplexing Problems Confronting Coal Trade.

Charleston, W. Va., August 2—[Special.]—Not only were West Virginia mines called upon to furnish a large tonnage to the lakes for transshipment to the Northwest beginning July 26 under the provisions of Service Order No. 11 of the Interstate Commerce Commission, but beginning August 2, West Virginia mines were expected to furnish coal at the rate of 650,000 tons a month for New England delivery.

Each of the various West Virginia fields was called upon to furnish the following percentage of its allotment for shipment to the lakes, beginning July 26: Kanawha, Logan and Coal River districts, on the Chesapeake & Ohio, 15 per cent; Kanawha & Michigan mines, 30 per cent; New River mines, on the Chesapeake & Ohio, 2½ per cent; Tug River and Pocahontas districts, on the Norfolk & Western, 7 per cent; Northern Panhandle, 36 per cent, Fairmont region, 180 cars daily. The above percentages were based on a 100 per cent car supply. As no mines except those on the Norfolk & Western were receiving a 100 per cent car supply, the percentage of actual output shipped to the lakes was in a number of cases fully 30 per cent, and after the railroads, public utilities and the lakes had been taken care of, little coal was left for commercial shipment. For instance, in the northern Panhandle practically all commercial coal produced was moving to the lakes.

In addition to the necessity of shipping so large a proportion of the output to the lakes, West Virginia mines, as already mentioned, were, under the provisions of Service Order No. 11 of the Interstate Commerce Commission, also faced with the prospect of having to ship what little coal they had left to New England. Under the provisions of the order above mentioned Norfolk & Western mines during the continuance of the order must deliver coal at the rate of 380,000 tons a month to New England, and mines on the Chesapeake & Ohio east of Huntington must furnish 85,000 tons a month, while operations on the Virginian Railway will be depended upon for a supply of 185,000 tons a month for New England.

While Service Order Nos. 10 and 11 may relieve the situation in the Northwest and New England, the effect of those orders may be to create a scarcity elsewhere and even to force many operators to break their contracts. Coal men claim that the Interstate Commerce Commission seems to overlook the fact that there can be no general relief for the country until some efficacious method is devised to increase the car supply for the mines of the country.

### Important Coal Development Plans.

Morgantown, W. Va., August 2—[Special.]—The organization of the Monongalia & Northwestern Railroad Co. by James A. Paisley of Cleveland, one of the leading coal men of that city, and the leasing of coal land on Robinson's Run, in Monongalia county, all consummated last week, are looked upon by coal men as the forerunner of extensive development of the Robinson's Run territory in the near future. This lease of coal land is the most important development in the county since the purchase of the Elkins coal interests by the Bethlehem Steel Corporation last October.

That the coal land leased on a royalty basis of 20 cents a ton, it is understood, will be developed is made certain by the organization of the railroad company, which will begin construction at an early date, it is announced. It is very probable that other coal land on Robinson's Run will be leased by Mr. Paisley and those associated with him.

There has been a rapid growth in the development of the Scott's Run territory, but coal operators are of the opinion that with the quality of the coal available, at least equal to that found on Scott's Run, Robinson's Run will assume a position of equal importance from a coal-production standpoint in Monongalia county before long.

### Large Lumber Terminals to Be Built at Tampa.

The Bahama-Cuban Company, one of the large lumber exporters of the country, will construct at Tampa, Fla., a terminal with a capacity of 2,000,000 feet of lumber monthly. The company has leased a 500-foot frontage and will build docks and a resaw mill with a daily capacity of 40,000 feet; also a plant for 35,000 feet daily of ripped rough scantling and dressed lumber. The Tampa developments are intended especially to care for the company's Cuban trade.



# THE IRON AND STEEL SITUATION

## Relation Now Closer Between Production and Shipments.

Pittsburgh, Pa., August 2—[Special.]—For the first time in over a month an improvement in the rail transportation situation, as affects the shipment of pig-iron and finished steel products, can be reported. Taking the mills as a whole, they are not altogether breaking even as yet between production and shipments, but there is less steel being piled than formerly, and some works have been able to reduce their stocks.

For the first few weeks after the rail strikes began, April 1, shipping conditions grew worse, and then an improvement set in. As regards the iron and steel industry, there was a backset beginning late in June, but this was not a backset in transportation as a whole, the change being that preference in car supply was ordered for the coal mines, and thus while there has been more transportation week by week, the iron and steel industry got less for a while, on account of diversion of gondola cars to the coal mines. This service to the coal mines continues, but with better railroad movement in general the iron and steel industry has been getting some benefit. Prospects have increased that in the very near future the coal mines will be getting all the cars they can load, and then the other industries will get still more service, as freight movement in general is likely to increase indefinitely from week to week for some time, perhaps until the weather becomes unfavorable. It should be mentioned again that a full car supply to the coal mines means, of course, simply all the cars that can be loaded, and thus does not mean 100 per cent of the car ratings of the various mines, since those ratings are based upon absolutely full-time operation, and the coal miners, as a rule, will not work full time. A fair guess seems to be that when the mines get 70 per cent, or perhaps 75 per cent, of their ratings they will be getting all the cars they can load.

Very few mills are now adding to their stocks of finished steel. Generally, any surplus of steel production is left in the semi-finished form, for rolling into finished products according to customers' specifications at some later date when shipment can be made. This policy is followed because storage facilities for finished products are taxed more or less, and because customers might not want material rolled to particular specifications if long delayed in shipment.

The strike at Illinois and Indiana coal mines promptly had an effect on iron and steel production in the Chicago district, where about half the blast furnaces are now banked from shortage of coke caused by the by-product ovens not receiving coal. At the Gary plant some finishing mills had to close at once, as they operate with electric power generated from blast furnace gas. Elsewhere the production of pig-iron and steel is maintained at approximately the rate in June, say 80 to 85 per cent of estimated capacity, and this is hardly a bad rate for the midsummer period.

### Steel Demand Light.

Demand for steel products is very light, just as would be expected in view of financial and industrial conditions generally. While there is a fair degree of manufacturing activity, there is not the normal proportion of construction work, involving the use of large quantities of steel, and railroad demand is, of course, very light. During the war the steel industry was wondering what it would do with its capacity after the war, when such large increases were occurring, and the question now comes up again, the increase since just before the war being between 40 and 50 per cent. As to railroad demand, the railroads cannot be expected to absorb as large a percentage of the steel industry's output as formerly. This is no new aspect in steel demand prospects. After 1907, which was 13 years ago, men began wondering when the railroads would buy steel at their old rate. In 1909, when there was a fair volume of buying all around, remark was made that the railroads had formerly taken 40 per cent of the iron and steel industry's output, hence there was something radically wrong, because the railroads were not taking 40 per cent at that time. The fact was, however, that the railroads had never taken 40 per cent, and even if they had, no one could expect them to continue taking such a proportion when the steel capacity was growing steadily and the requirements of other classes of consumers were growing rapidly. The railroads, being built, did not need as much

for repair and expansion as when they were being built. In future a great deal of railroad improvement work can be done if the railroads engage 10 to 15 per cent of the iron and steel industry's capacity.

### Steel Price Equalization.

The impression has grown more general that in the not distant future there will be an equalization in steel prices, whereby the prices of various independents will settle down to the Steel Corporation or Industrial Board level. For a long time the independents had hopes that by maintaining their higher prices they would induce the Steel Corporation to advance its prices to their level, but at no time had the Corporation any thought of doing this, as it was satisfied with the profits obtainable on its prices, and its earnings reports for the past two quarters bear out the position, as the earnings have been satisfactory even though shipments have been at much below capacity. Thus far there have been no really important declines. There were three distinct markets at one time, that of the Steel Corporation, that of the large independents for delivery within a few months, and that of the smaller sellers, who were able to make prompt shipments and thus could secure an extra premium. This prompt market has been declining in general until now it is quite unimportant except in a few lines, while the prices of the large independents, representing the intermediate market, do not seem to have declined at all thus far. This represents a natural mill policy, however. As long as there is a considerable volume of unfilled tonnage on books, and particularly now, when there is also a great deal of steel made but not shipped, it is undesirable for a producer to reduce prices, since this would probably induce some cancellations, and a mill holds to its old prices as long as it has any business on which to operate.

### Pig-Iron Market a Day-to-Day Affair.

Pig-iron presents quite an anomalous position. While the whole steel market gives promise of equalization at the Industrial Board level, pig-iron, which now averages about 62 per cent above the Industrial Board schedule, shows an advancing tendency. In the circumstances the steel producers who use purchased pig-iron cannot think of buying pig-iron ahead, except to cover such orders for steel as they have taken at high prices on account of the early delivery promised. The furnaces, on the other hand, have no disposition to reduce prices when pig-iron is scarce and buyers for prompt shipment are willing to pay almost any price. Accordingly, the pig-iron market is made simply from day to day, by transactions for early delivery, except in the case of some foundries that chance to have sold their product far ahead and can afford to pay present market prices. In general there is a waiting game, and much will depend upon the rate of production in the next few months. Foundry iron in the local market has gone up \$1 a ton since last report, being now quotable at \$45, valley, basic being also \$46, valley, with Bessemer at \$47. The advance in foundry iron occurred on relatively small transactions, but when any pig-iron sells at a higher price than the previously quoted one, other producers at once mark up their asking price and they have no difficulty in securing the advance on the limited tonnages they have to offer for early shipment.

### Steel Corporation Earnings.

The Steel Corporation reports earnings in the second quarter of the year, after payment of subsidiary company bond interest but before allowances for depreciation, bond sinking funds, etc., of \$43,155,705, \$42,089,019 for the first quarter. This is a remarkably good showing for the second quarter, seeing that the shipments were considerably lighter in the second than in the first quarter, partly because production was slightly less, but chiefly because so much steel accumulated at works on account of car shortage. This steel is carried in inventory at cost of production, and thus does not contribute to earnings as reported. Probabilities seem to be that in the first quarter some special deductions were made before earnings were reported. The second quarter showed a surplus of \$13,776,833 after payment of all charges and dividends. The independent production probably represents considerably larger profits per ton in the aggregate than those of the Steel Corporation, on account of the higher prices secured. Sometimes of late it has been said that the independents need higher

prices on account of their heavy overhead. This would represent an interesting development, seeing that in the early years of the Steel Corporation the common remark was that its overhead charges were very heavy.

### Upward Trend in Southern Pig-Iron—Car Shortage Situation Is Very Bad.

Birmingham, Ala., August 2—[Special.]—Selling of pig-iron continues in the South. The quotations for the product have an upward trend, and the \$42 price, No. 2 foundry, 1.75 to 2.25 per cent silicon, has been bettered, \$43 being announced, with reports of even \$2 more per ton having been asked for. Sales have been made for delivery into next year. Numerous inquiries are being received. Consumers are asking for prompt delivery on their product. But pig-iron is piling on yards in this district at a rapid rate; the railroad car situation has gone from bad to worse, and iron and steel movements are greatly delayed. There is great complaint, as the delay in moving iron means delay in financial affairs. Appeals have been made to local railroad men for relief, and the appeal has gone higher. The Interstate Commerce Commission has been appealed to. Another hope is revived in the announcement that the Interstate Commerce Commission will listen to a delegation representing the various interests of this district on the matter of car distribution and the shipping of cars to the North and West. The representatives of the several iron, pipe and foundry companies seeking the relief from the orders as to railroad cars being moved empty left here today and will be in Washington for the hearing Wednesday. Every attention is being given to production at blast furnaces and there are results. Fortunately, the intra-district transportation facilities are not being so much interfered with, and there is a steady supply of ore, limestone, coke and fuel. It is no unusual thing now to see large piles of pig-iron on furnace yards wherever one turns. The cast-iron pipe companies are feeling the effects of the car shortage, and there is objection to working up pipe to any extent, as the cost of pig-iron is high, and it is bad business to carry too much of this product.

The sale of 300 tons of pig-iron the past week, delivery during the fourth quarter, at \$43 per ton, No. 2 foundry, followed reports that inquiries were being answered as to spot iron at \$45, but the railroad car shortage was pointed to. The taking on of tonnage for delivery into next year is not setting the pace as yet, though there are probabilities that additional business will be booked during this week into next year. Statistics as to pig-iron production for the past month will show up as favorably as did the production figures for June. Thirty-one days had telling results, except at one or two furnaces where there were local troubles. Inquiries are still coming in from the Chicago and St. Louis sections of the State, while the extreme northeast is anxious to have delivered iron bought some time ago. Two or three furnace companies are still out of the market, and will hardly get back into the selling until the fourth quarter, when 1921 sales will be numerous and order books begin filling up. There is every evidence, say furnace company officials in this district, that there will be demand for pig-iron for at least 12 months to come now, while some are of the opinion that the buying in the next quarter of this year will provide for shipment of iron into the last half of next year.

The pig-iron market is not the only one feeling the railroad car shortage. Steel is also accumulating at mills, and fabricators are making complaint of the slow delivery, in some instances making steady operation, even in the home territory, rather uncertain. Steel-consuming plants right in the Birmingham territory are unable to get their necessary wants very promptly—the railroad equipment being the cause.

Foundries and machine shops continue active operation, with the labor quite satisfactory. There is no recognition of the union at foundries, and there is steady work. Development is on at the plants of the Conners-Weyman Steel Co., producing steel bands and hoops, and at the American Bolt Co.

Invitation has been received by a number of citizens of Birmingham for the launching of the fifth steel steamer manufactured at the Chickasaw Shipbuilding & Car Co. The launching is scheduled for Saturday. The first produced at this plant went to Rotterdam with a cargo of products mainly from the Birmingham district. The second boat went to Japan, and the third to Rotter-

dam again. The other boats are just being completed. The Tennessee Coal Railroad Co. is turning over steel to the Chickasaw company's fabricating plant in Fairfield, and the same is being rushed to Mobile.

Cement is being produced in the same quantity as for some time, and it is impossible to place an order for the products within a reasonable time for delivery. Effort was made recently to have accepted an order of 10 cars of cement. The statement was made that the plants are just 3,000,000 barrels of cement behind and they are being operated on full time.

Pipe shipments from the Birmingham district to California and the extreme west are being made via Mobile and steamship lines to the Pacific Coast. Twenty-six hundred tons of pipe are now being moved from Birmingham, Bessemer, Anniston and Chattanooga to Mobile for shipment to Los Angeles and San Francisco for distribution in that territory. The pipe market is not as strong as it has been, only the smaller sizes in pipe being demanded. The holding up of building operations throughout the country has affected the sanitary pipe trade to a degree, though there are orders on hand which will warrant active operation for some time to come. The Birmingham Pipe & Fittings Co. will put their plant at Gate City in operation this week. This industry has taken on great development in the past two years, more plants of this kind being constructed than any other.

The entire soil pipe equipment of the Wolf Manufacturing Co. of Chicago, valued at \$350,000, has been purchased by the Iron City Pipe & Foundry Co., Birmingham. The statement is made that officers of the two concerns figured that soil pipe could be made cheaper in the Birmingham district than any other place in the country. The Wolf Manufacturing Co., which owns and operates a large number of supply houses throughout the country, will get its soil pipe from the plant in Birmingham. The requirements will be very extensive.

The coke production in the Birmingham district is still good, considering difficulties being overcome. Shipments of the product from the district are rather meager, as compared to what they should be. Inquiries are being received constantly for coke and any price could be obtained. Foundry coke, 72-hour product, is in demand even at \$15 per ton, while the steady price is around \$12.50. Furnace coke is being held for \$10 and \$11. The strike in a number of mines in this district is still on, but the companies in determination to put in the open-shop plan are getting labor from other sections and starting them in the mining work. The union mine workers are demanding recognition, and the operators claim there will be no collective bargaining. The domestic coal production is off. However, the district turned out 327,989 tons for the week ending July 24, and statistics for the following week will probably show up as well. Men working in mines where there are no troubles responded nobly to the call for the best effort and steady work, and the big production was the result. Coal prices have ascended, and loud complaint is to be heard, but producers and dealers assert there is no help under the circumstances.

The scrap iron and steel market is looking up again. Demand for heavy melting steel and No. 1 cast is being felt, and the prospects are that August will be an active month in this industry. Readjustment in quotations show a few changes. Steel and cast-iron pipe makers are mixing scrap with the pig-iron and are getting very fine results. Dealers in old materials are beginning to look around for stock, and feel confident they will be able to get all that will be needed.

Quotations of pig-iron and scrap iron and steel in the Birmingham district are as follows:

#### PIG-IRON.

No. 2 foundry, 1.75 to 2.25 per cent silicon, f. o. b. furnaces, \$42.00 to \$43.00; No. 1 foundry, 2.25 to 2.75 per cent silicon, \$43.70; iron of 2.75 to 3.25 per cent silicon, \$45.40; basic, \$42.00; charcoal, \$55.00 to \$60.00.

#### OLD MATERIAL.

Old steel axles.....	\$31.00 to \$34.00
Old iron axles.....	30.00 to 33.00
Old steel rails.....	20.00 to 25.00
Heavy melting steel.....	22.50 to 25.00
No. 1 R. wrought.....	23.00 to 25.00
No. 1 cast.....	33.00 to 35.00
Stove plate.....	27.00 to 30.00
Old car wheels.....	30.00 to 32.00
Old tramcar wheels.....	31.00 to 33.00
Machine-shop turnings.....	11.00 to 14.00
Cast-iron borings.....	11.00 to 12.50

# Good Roads and Streets

## A MODERN SYSTEM OF STATE HIGHWAYS.\*

### What It Means as an Aid in Getting Farm Products to the Consumer and Thus Reducing Living Costs.

By W. A. MCGIRT, President North Carolina Good Roads Association, Wilmington.

There is no more serious problem before the nation today than that of reducing the cost of getting the products of the farm to the table of the consumer. We are told, on the authority of the Government, that farmers lose \$300,000,000 yearly in marketing their crops because of bad roads. North Carolina's sweet potato crop amounted to \$13,000,000 last year, and \$6,000,000 went to waste because of lack of transportation and organization. We should remember these facts in connection with the high cost of living. You cannot neglect the farmer without seriously affecting every line of industry. Merchants, bankers and manufacturers are beginning to realize this, and many of them are now supporting legislation favoring the development of rural communities.

The country can exist without the city, but it is not possible for the city to exist very long without a back country to feed and support it. Practically all wealth is traced to the soil, and the farms are the blood and sinew, the very life, of our State and Nation. Without them the pulsebeat of this great nation would forever cease.

What is the solution? How can we better rural conditions and remove all crop wastage? How can we improve our educational facilities and our health conditions and reach an assured position with regard to these fundamentals?

After many years of close study of these problems, I am satisfied that a modern system of State highways will do more to bring quickly the needed changes than any other one thing, because it is a fact not to be disputed that with the advent of good roads there come quick communication and transportation, better churches, better homes, better schools, including consolidated schools in rural communities, better farms, including silos and barns, crops and increased cultivated acreage, less crop waste, and best of all, good roads mean a satisfied and contented rural population. The above statement is based on the results obtained by good roads in other States, and what has actually happened in the more progressive counties of this State that have already completed their system of modern hard-surfaced highways.

If you agree with me on the solution of many of our problems, the next question that naturally comes to our minds is, How can we secure a system of State highways?

I would suggest for your consideration: First, the establishment of a State highway construction fund for the building of a modern system of State highways connecting county-seats and principal towns. This construction fund to be provided by an ad valorem tax supplemented by sufficient serial bonds, issued at such times and in such amounts as needed to meet economical expenditures. Second, the establishment of a State highway maintenance fund, to be derived from a liberal license fee imposed on all motor-driven vehicles, the license fee to be graduated according to the horsepower and purpose of the vehicle, and to be used exclusively for the maintenance of State highways and for the support of the State Highway Commission. Third, the creation of a small, though strong and representative, State Highway Commission, with a competent State highway engineer as its executive head. The commission to employ the best highway engineers obtainable, who, under the direction of the commission, shall locate, supervise and maintain the State system of hard-surfaced highways. Fourth, that the counties shall be relieved of the burden of building any portion of the State highway system.

If any county has already constructed any county road as a section of such State highway, or any road which is to be incorporated as a part of the State highway system, such county shall be reimbursed, either by the building of an equal amount and quality of county highway or by an equitable adjustment based on the original cost of said road.

Fifth, the employment of all able-bodied State prisoners in the construction and maintenance of the proposed system of State

highways. Sixth, the necessity of a constitutional amendment, if such be necessary, for the exemption of bonds for roads and other public improvements from local and State taxation.

No one will question the feasibility or the practicability of the plan suggested, other than that portion of it embraced in the question of the ability and willingness of our taxpayers to invest their money in a program which will certainly involve many millions of dollars. However, no road policy will be successful which is not broad enough in its scope to provide an adequate system of hard-surfaced highways leading into every section of the State. We should not make the oft-repeated mistake of underestimating the cost of this comprehensive system of highways, for taxpayers have learned to have more confidence in getting some real return for their investment when estimates are large enough to offer some hope of the successful completion of a given undertaking. If we accept 5000 miles as an estimate for an adequate system of highways, we may also assume that the cost will approximate \$150,000,000 which could well be distributed over a period of 10 or 20 years.

I believe that the taxpayers of this State are able and willing to finance the undertaking necessary to place this State on a more solid basis for the future development of its resources.

In substantiation of my statement, please permit me to quote you some figures which show the almost unlimited wealth of this great State:

Last year (1919), we are told, the agricultural products of the State amounted to \$750,000,000, this in spite of the fact that we have over 20,000,000 acres in the State that are not being used for any purpose.

In 1917 the output of our manufacturing industries amounted to \$655,000,000, and during the past year they undoubtedly increased to well over a billion.

The output of lumber, cordwood and other wood products amounted to well over \$100,000,000.

Our banking resources for 1918 were \$222,000,000.

Our deposits in savings banks in 1918, \$61,000,000.

We paid the Federal Government last year, in income, excess profits and special taxes, \$102,812,648.

Our State has now an investment of approximately \$130,000,000 in motor vehicles, including automobiles and trucks, which is being added to at the rate of \$130,000 a day. Few of these types of vehicle are confining their activities to the roads of any one township or county, but are users of inter-county or State highways.

To relieve railroad congestion and for many other reasons the State and Federal governments should go into the business of road building on a big scale. The United States Government should build the great trunk line highways through the States, and the States should build from county-seat to county-seat, thus leaving the counties to build their local systems which will serve as feeders to these main arteries of commerce. Counties should not be expected to participate in the construction of the State system. Local county roads are a necessary adjunct to the large trunk line State highways, and if counties will build their 45,000 miles of local roads, it is enough to ask of them. To be of greatest service to the farmer, and through him to the State, the State highways must be made available by a system of high-class county roads. The counties are not able to build both systems.

## Limited Aid to Highway Construction to Be Given by Government.

Washington, August 1.—[Special.]—The Commission on Car Service has been so swamped with requests for special permits to move construction material that the Federal Highway Council has gone to its assistance. An arrangement has been perfected whereby such special permits shall not issue unless the particular road-building project involved has first been certified to as essential by a State Highway Department.

In a letter to the Federal Highway Council the Commission on Car Service recognizes the principle that movement of highway construction material for maintenance of roads and for the completion of projects already under way is essential. It points out, however, that it has no way of ascertaining the urgency of any particular application except through the ex parte statement of the applicant for relief.

The Federal Highway Council suggested that the various State Highway Departments were fully conversant with situations in their own communities, and that certificates of urgency by any State Highway Department could properly be accepted at face value. This suggestion met with the approval of the Commission

\*Extracts from address delivered July 23 before North Carolina Press Association at Waynesville, N. C.



on Car Service, which has agreed to facilitate, so far as possible, all shipments so certified.

The method of procedure is for shippers desiring special permits to submit their applications first to the Highway Department of the State to which the material is going. After approval by that department, the application should go forward to the Commission on Car Service.

The Federal Highway Council has sent letters to all State Highway Departments, describing the program and defining the forms of application.

It is understood that the Commission on Car Service does not undertake to guarantee that cars will be furnished in all cases where the urgency of the case has been certified to. It merely undertakes to give preference in such cases and make a special effort to secure necessary cars.

### Gravel Cars of Arkansas Road District to Move in Solid Trains, Permitting Delivery of One Trainload of Material Daily.

Memphis, Tenn., July 31—[Special.]—The road commissioners of Crittenden county, Arkansas, have perfected arrangements with the Frisco Railroad whereby the 105 gravel cars recently purchased by the road districts will be operated between the gravel pits in Southern Missouri and Arkansas and Crittenden county in three solid through trains. It is estimated that the round trip, including time for loading and unloading, will require three days, which will permit the delivery of a trainload of gravel a day. The Frisco has assigned three locomotives and train crews to this movement. By keeping the cars on one railroad and moving them in solid trains, it is believed that there will be little danger of the cars getting scattered and diverted to other uses.

Sixty-eight of the cars have been delivered and the remainder of the order is on the way. The cars are of steel construction, 31 feet long and have a capacity of 80,000 pounds. The automatic dumping device is operated by compressed air from the locomotive, and the engineer in charge of the train can unload the entire train of cars from his cab. The cars are said to be practically new, having been built by the Western Wheeled Scraper Co. of Aurora, Ill., for use by the Government during the war, but completed too late for delivery. The purchase price is understood to have been \$2970 per car. Cars of this type built now are said to cost \$3750 each.

Unloading switches have been put in at Clarkdale, Gillmore, James Mill, Dewey Mill and Marked Tree, Ark. When all the material needed at these points is delivered, the tracks will be taken up and moved to other points convenient to the work as it progresses. The railroad will handle the gravel at regular freight rates, but will pay car rental on the county's equipment used.

### For State-Wide Interest in Good Roads.

Charleston, W. Va., July 29—[Special.]—The West Virginia Good Roads Federation is pushing vigorously its campaign for the ratification of the proposed amendment to the constitution permitting the Legislature to issue from time to time bonds to the amount of \$50,000,000 for the construction of a State system of highways, and the latest move made by the Federation, through its president, H. R. Wylie of Huntington, a large china manufacturer, has been to secure a promise from Governor Cornwell that he will set aside a day in October by proclamation, to be known as Good Roads Day, on which appropriate exercises can be held and the need and necessity of good roads brought home to the voters of the State.

When Good Roads Day is observed a concerted effort will be made to have exercises held in every schoolroom and every schoolhouse of the State, because it is realized that good schools are worthless if there is no way for the children to reach them. It is believed that the ceremonies will not only be of much educational value to the boys and girls in so far as their future is concerned, but that it will be possible to reach many of the voters of the State through their children.

### On What Are We Building Our Highways?

By H. G. SHIRLEY, Secretary Federal Highway Council.

Much money is being expended annually in investigating and testing road-surfacing materials. The Federal Government, many States, companies interested in the different materials and private institutions have established large laboratories for such purpose. Yet we seldom find a laboratory making a study and test of the foundation soils.

Lately the Bureau of Public Roads has taken up this investigation in a small way and appreciate the great value of such an investigation and study, but the appropriation allotted this Bureau for such an investigation is so small it will not permit of an extensive research.

Each spring many sections of our roads go to pieces, due to the foundation becoming saturated with moisture, frost action, seepage, capillary action and other causes. It is useless to expect the road crust to carry all the load unsupported. A firm foundation for our highways is just as essential as it is for every other structure or pursuit in life. The little study that has been made of the foundation has been devoted to draining wet places where the subbase is constantly saturated by seepage water. Such places have been studied, and in many cases remedied, but there has been little, if any, study given to the bearing power of the different types of soils as a foundation, especially at the period of the year when they are saturated with moisture, or the reverse, when they are dry and contracted.

It is safe to say that we know less about the sub-foundation and its ability to sustain the metal surface under the moving load than any other feature of road construction. There has never been any constructive effort made until recently to find out just what takes place or the ability of certain types of soils to withstand the impact and weight of a heavy moving load. I know of no element so important in road building that has been studied less and so little known of as the sub-foundation. The surface materials have been studied and experimented with at a great expense until they can be put together and give known results.

It recalls to the writer's mind the Biblical phrase: "What doth it profit a man if he gain the whole world and lose his own soul?" For what will it profit us to develop the very highest type of surfacing if we lose it all by a weak and unknown foundation? The question of a stable, firm and unyielding foundation must have our best thought. The physical and chemical composition of the subsoils are so complicated that to properly solve this problem will require the very highest type of skill and intense investigation. Problems of materials, water, frost action, physical effects of heat, cold and moisture must be solved. The chemical action of acids, alkalies and the many other different elements found in the soils leading to unknown fields must be found out. Not until this is done and the bearing power of the sub-foundation can be ascertained by a simple test or brought to a known condition by treatment will this problem be solved.

It is therefore most important that such investigations should be made and a solution found quickly, so that the roads in the future can be constructed to carry the maximum traffic over their entire length without injury.

This applies to the railroads and electric railways the same as it does to the highways, and all should join in a co-operative way in this investigation and find a solution. Congress should be requested to make a sufficient appropriation to the Bureau of Public Roads to establish a large research department, so that such investigations can be speedily made and a practical solution found. By all working together a solution will soon be found and much money annually saved.

### Report on Standardization of Screw Threads Available Soon.

Washington, August 2—[Special.]—The progress report of the National Screw Thread Commission, created by an Act of Congress approved July 18, 1918, will soon be available in printed form for distribution among American manufacturers. The report advocates the standardization of screw threads with the idea of facilitating and promoting progress in manufacture, and recommends certain systems of threads, together with information and specifications pertaining to the manufacture of the threads recommended.

# RAILROADS

## Shortage of Cars as Instanced for One System.

Fort Worth, Tex., July 31—[Special.]—According to S. G. Dickinson, division freight agent of the Atchison, Topeka & Santa Fe Railroad, that system was lately short 17,599 covered freight cars, most of which were for transporting grain, and the situation since these figures were compiled has not improved. Mr. Dickinson has made a thorough investigation of the freight-car situation of the country, particularly as to the Western grain-carrying lines. Among other things, he said: "There is a general impression prevailing that the railroads are paralyzed, but it doubtless will be of interest to know that the Santa Fe's loaded business, cars and tonnage, for the first five months of 1920 was 8 per cent in excess of that for the first five months' period for the peak year of its history, 1918, and 26 per cent in excess of the same five months of 1919. The impression prevails that the problem is almost without solution, but the performance of the railroads justifies the belief that in time transportation will swing back to a reasonable degree of normal performance. Yet this will not be accomplished in any 90-day period, for during the two-and-a-half-year period of Federal control the Government had built, according to the Director-General's report, 100,000 freight cars. During the same period, according to the same authority, 92,000 cars were retired by reason of depreciation, wrecks and other causes, leaving a net gain during the two-and-a-half-year period of only 8000 cars to be distributed over 265,000 miles of railroad, as against an average productive gain for the country as a whole of from 60 to 65 per cent."

## Two Short Lines in West Virginia.

Two companies have just been chartered in West Virginia for the construction of short lines of railroad in Monongalia county, one being the Morgantown & Northwestern Railroad Co., capital \$100,000, which plans to build from Granville to Laurel Run, about 15 miles, the other being the Monongalia & Northwestern Railway Co., capital \$100,000, which will build from near Maidsville to Bowlby, about five miles. The headquarters of the first company are to be at Elm Grove, W. Va., and those of the latter at Morgantown, W. Va.

The incorporators of the Morgantown & Northwestern Railroad Co. are all Charleston (W. Va.) men, as follows: Lester Ride-nour, C. C. Fulwider, H. E. Penrod, A. L. McMeans and J. S. Tuttle. The incorporators of the Monongalia & Northwestern Railway Co. are James A. Paisley of Lakewood, Thomas Skill-corn of Whittier, Charles S. Paisley of Charleston, W. Va.; Ross I. Davis of Pittsburgh, Pa.; John J. Snure of Ward and John M. Kennedy of Parnassus, Pa.

The incorporators of the Morgantown & Northwestern include officers of the Valley Camp Coal Co. of Cleveland, which has mines in West Virginia and Pennsylvania.

## Railroad Notes.

Recent loans to railroads have been approved by the Interstate Commerce Commission as follows: Central of Georgia Railway, \$815,000 for additional equipment; Atlanta, Birmingham & Atlantic Railway, \$200,000 to aid in meeting a maturing debt.

The Jacksonville Traction Co., Jacksonville, Fla., has been authorized by the Federal court there to issue certificates of indebtedness amounting to \$143,690 to meet taxes falling due and to pay for some street paving. E. J. Triay is receiver.

The Interstate Commerce Commission has authorized the Western Maryland Railway Co. to issue \$5,800,000 of 8 per cent gold notes and \$8,700,000 of 5 per cent bonds to be used as collateral for the notes, which will be employed to retire \$5,000,000 of notes that mature in November.

## Short Line to Be Built.

The Luck Company of Harlan, Ky., has been awarded 15 miles of railroad work for the Blackwood Lumber Co. of Roanoke, Va., the new line to connect at Sylva, N. C., with the Southern Railway and to extend to 45,000 acres of hardwood timber. It will be a standard-gauge road and will carry passengers and freight. Contract provided that work should begin August 1.

## A Valuable Locomotive Device.

A locomotive device called a "booster," which, according to the monthly magazine of the New York Central Lines, has just been perfected by men of that railroad system, is described as being "really a second engine operated by steam from the boiler and connected by gears to the axle of the trailer wheels that are located under the firebox of most modern types of locomotives." The effect of this new device is to make the trailer wheels also driving wheels, increasing the locomotive tractive power "from 25 to 40 per cent." The "booster" was designed principally as an aid to starting a train, and it ceases to operate when a necessary speed is attained, being thrown out of gear automatically as the engineer sets the reverse lever. The device is also employed whenever the speed of the engine drops very low, and thus the train is prevented from stalling. When used on passenger trains, the "booster" enables engineers to start heavy loads without jerking the cars, which is very disagreeable to travelers. Necessarily this is much easier upon the draft rigging, as is also the case on freight trains, which, when an engine is equipped with the new device, need not be jerked hard to start them. The "booster" was exhibited at the American Railroad Association Convention, Mechanical Section, this summer in Atlantic City, where it attracted much attention and evoked high praise. Exhaust steam from the "booster" can be employed to heat the water in the tank on the tender.

## Agricultural Trains to Run Again.

Richmond, Va., August 2—[Special.]—After three years' suspension, caused by the war and the shortage of transportation facilities, the Chesapeake & Ohio Railroad will resume in a short while operation of its "agricultural revival trains" in conjunction with the Virginia State Department of Agriculture. These trains will, as formerly, tour the State on the lines of the company with agricultural exhibits to emphasize the need of better farming and more of it. Exhibits are prepared by the railroad's employees working in co-operation with the State Department of Agriculture; trains are furnished gratis. The Department of Agriculture furnishes the lecturers and exhibitors.

## New Equipment.

Dispatches from Washington say that the railroads are expected to spend \$610,000,000 for operating equipment to be delivered within a year, as a result of the rate increased granted them by the Interstate Commerce Commission. This sum would purchase 80,000 freight cars, 20,000 refrigerator cars, 4000 passenger cars and 2000 locomotives, which the Association of Railway Executives informed the commission were the minimum immediate requirements of the lines to enable them to meet transportation demands.

Illinois Central Railroad, by means of its loan of \$4,511,750 from the Government, proposes to partly pay for 75 locomotives, 1000 refrigerator cars, 200 flat cars, 200 stock cars and 52 caboose cars. The company is reported to have already ordered 300 stock cars from the American Car & Foundry Co. and 35 coaches from the Pullman Company.

Baltimore & Ohio Railroad will purchase about \$10,000,000 worth of new locomotives and freight cars through the National Railway Service Corporation, as stated in another column, and it will also spend about \$12,500,000 additional for repairing and improving its equipment already in use.

Gulf Coast Lines are reported in the market for 500 forty-ton box cars, 300 fifty-ton gondola cars, 150 fifty-ton flat cars and 50 fifty-ton tank cars.

Tennessee Copper & Chemical Corporation, it is reported, will purchase from 150 to 175 tank cars of 7000 gallons capacity.

Newport News Shipbuilding & Drydock Co. will, it is reported, purchase 20 flat-bottom gondola cars.

Southern Pacific Railway proposes to build 10 Mikado-type locomotives in its shops at Algiers, La.

Pennsylvania Railroad is reported in the market for 500 or more 70-ton hopper cars.

Virginia & Carolina Southern Railroad is reported getting prices on 25 flat cars of 40 tons each.

### Receivership for a Short Line.

Upon a petition filed by the Western Railway of Alabama in the United States District Court at Montgomery claiming \$7792.11 for material and labor, and for fares and freight charges collected. W. M. Blount of Union Springs, Ala., has been appointed to be receiver for the Birmingham & Southeastern Railroad. The line runs from Union Springs, via Fort Davis, Milstead and Tallassee to Eclectic, Ala., 48 miles, and connects at Milstead with the Western Railway of Alabama and at Fort Davis with the Seaboard Air Line. Mr. Blount is vice-president in charge of operation, and Hugh Foster, also of Union Springs, is president.

### Norfolk & Western Betterments.

The Norfolk & Western Railway Co., according to a statement quoted in a dispatch from Roanoke, as being made by President N. D. Maher, is providing additional facilities on its system at an estimated cost of \$5,200,000. This work includes the electrification of two piers at Lambert's Point, Va., \$1,500,000; enlargement of roundhouses at Roanoke, Bristol and Shenandoah, Va., \$1,000,000; installation of a tie-treating plant with a capacity of 1,000,000 ties a year, \$500,000; all of this work being in progress, besides which \$500,000 is being spent for machinery, tools, etc., in the maintenance of way department.

### Commendations, Kicks and Comments

#### What Some Commercial Organizations Lose.

JNO. W. JACKSON, Postmaster, Palmetto, Fla.—Enclosed I hand you Postoffice Money Order for \$6.50, to cover my subscription for another year. Although I am an underpaid third-class postmaster, I do not care to be placed in the class of the New York Chamber of Commerce (an object of charity). If the commercial organizations in the United States fail to get your paper, it's their misfortune.

#### Only Trying to Do Our Best.

STIDHAM & HUGHES, General Contractors, Bartow, Fla.—Please find enclosed check for \$13, for two years' subscription to the best publication in America today. I would not be without it for 10 times the price. Best wishes.

#### Success to Your Farm-Buying Plan.

REFFS B. BIRD, Helen, W. Va.—I have a large family, and am trying to save to buy a farm. I cannot afford to take your magazine and cannot afford to do without it. Your paper represents middle-of-the-road Americanism. Your editor ranks with Horace Greeley and Henry Watterson. I am a carpenter foreman.

### Stocks of Coal in the Hands of Consumers.

Commercial stocks of bituminous coal in the United States on June 1, 1920, are estimated by the United States Geological Survey at 20,000,000 net tons. This was considerably less than stocks carried on October 1 of the years 1916 and 1917, and was very much less than the stocks accumulated at the close of 1918. In the three months from March 1 to June 1, 1920, stocks decreased 4,000,000 tons, or 17 per cent.

These figures are estimates which attempt to account for coal in the hands of railroads, industrial consumers, public utilities and retail dealers. They do not include coal in the cellars of domestic consumers, coal in stock for steamship fuel or coal in transit. The stocks on the Lake docks are not included, because they are properly to be regarded as coal in transit and because naturally they vary greatly from winter to summer.

Arrangements have been completed by the educational authorities of the Western Electric Co. and the faculty of Columbia University to enable employees of the former to carry on post-graduate courses coincident with their regular duties. This system has been limited to the members of the engineering department, where more than 3000 technical students are eligible to take advantage of the offer. Approved graduates of colleges and scientific schools may pursue graduate work for masters' degrees and fulfill the requirements in two calendar years.

## TEXTILE

### \$200,000 Improvements for Eagle & Phenix Mills.

Additional power facilities costing \$200,000 will be provided at the plant of the Eagle & Phenix Mills, Columbus, Ga. Improvements, now nearing completion, comprise the erection of powerhouse on old masonry piers supporting the water-wheels which operated the mills mechanically, and electrifying the wheels. One of the wheels was moved in order to be centrally located with four other wheels, and generators, exciters and switchboards, furnished by the General Electric Co., were installed. The capacity of this plant is about 2500 horse-power. Construction is in progress upon the enlargement of an old powerhouse, previously electrified, but no new wheels or generators will be installed. Upon the completion of this work, the mills will also be able to operate entirely on power purchased from the Columbus Power Co. and stepped down through transformers of 3000 K. V. A. capacity. The company is installing three 500 K. V. A. auxiliary type water-cooled Westinghouse transformers. No new motors are being installed, as all machinery had previously been equipped with motors. Lockwood, Greene & Co. of Boston and Atlanta are the engineers in charge.

### \$3,000,000 Textile Corporation Organized.

Announcement has been made of the organization of the Magnolia Textile Corporation of New Orleans, La., with a capitalization of \$3,000,000. It will consolidate the Orleans Cotton Mills of New Orleans, the Magnolia Cotton Mills of Magnolia, Miss., and the Moorehead Cotton Mills of Moorehead, Miss. The Orleans Cotton Mills manufactures yarns of various kinds, including insulation for electric wires and materials for belting and coffee sacks; the Magnolia mills weaves fine dress goods, principally for women's summer apparel, while the Moorehead mills produces course cotton bagging. The combined annual output of the three mills is estimated at 6,000,000 pounds. The new company will erect a warehouse at the Orleans mills and enlarge the offices. Harris Hyman of New Orleans has been elected president; W. Loeber Landau of New Orleans and Milton Florsheim of Chicago, vice-presidents; A. K. Landau of New Orleans, treasurer, and H. X. Strauss of Chicago, secretary.

### Textile Mill Notes.

An increase of capital from \$100,000 to \$1,000,000 has been announced for the Maline Mills Co. of Winston-Salem, N. C.

J. O. Chapman, E. A. Du Bose and Harry H. Rogers have incorporated the San Antonio Cotton Mills, with \$500,000 capital.

The Priester Hosiery Mills of Paducah, Ky., has plans by D. Harry Jamieson for a 2-story-and-basement hosiery-mill addition. Bids for construction will be received until August 10.

A 1-story building, to be equipped as hosiery mill, will be erected at Hampton, Va., by James Grant of Phoebus, Va. R. V. Richardson of Hampton has the general construction contract.

The Howard Mills, H. E. Stamm, proprietor, Hagerstown, Md., recently mentioned as to rebuild burned plant, will erect a 2-story mill building, 104x40 feet, to be equipped for knitting hosiery. Fred C. Mack is the architect.

A two-story brick building, to be equipped with silk-throwing equipment, will be erected at Shinnston, W. Va., by the Rio Silk Co., recently organized with J. H. Nuzum, president, and F. A. Burnett, secretary, both of Clarksburg, W. Va. W. J. Hartman and M. S. Bredbenner of Scranton, Pa., will be in charge of operations. The plant is expected to be completed by October 1.

The Holston Manufacturing Co., F. A. Weiss, president, Lenoir City, Tenn., recently mentioned as to build boys' hosiery mill at Knoxville, Tenn., is having plans prepared by Lockwood, Greene & Company of New York and Boston. Plans will provide for two 200x80-ft. buildings, 3 stories and 1 story, respectively, and for 50 employees' houses. A dye plant will be installed. The plant site comprises 100 acres.

Dates have been announced for the tenth annual convention of the National Association of Builders' Exchanges, which will be held in Savannah February 14 to 19 of next year. President Charles William Bernhardt of Atlanta declares that this will be the greatest convention in the history of the association.



# Construction Department

## EXPLANATORY.

The MANUFACTURERS RECORD seeks to verify and obtain additional information regarding all enterprises reported in its Construction Department, by direct daily correspondence. Further facts of news value are published later from telegraph, mail and representatives' reports. We appreciate having our attention called to errors that may occur.

## DAILY BULLETIN.

The Daily Bulletin of the MANUFACTURERS RECORD is published every business day in order to give the earliest possible news about new industrial, commercial, building, railroad and financial enterprises organized in the South and Southwest. It is invaluable to manufacturers, contractors, engineers and all others who want to get in touch at the earliest moment with new undertakings, or the enlargement of established enterprises. The subscription price is \$20.00 per year.

## Bridges, Culverts and Viaducts.

Ark., Fort Smith.—Sebastian Bridge Comsn.; complete Garrison-Ave. bridge; contract relet to Missouri Valley Bridge & Iron Co., Leavenworth, Kans., at about \$450,000.

Fla., Palmetto.—Manatee County Comms.; erect bridge connecting Sneads Island with mainland; \$10,000.

Ga., Camilla.—Mitchell County, Comms. Roads and Revenues; erect bridges; \$61,000; contracts let.

Ga., Lumpkin.—Stewart County Comms. Roads and Revenues, J. V. Castleberry, Clk.; construct 2 reinforced-concrete deck-girder type bridges on Lumpkin-Richland road; two 50-ft. and one 28-ft. spans; Federal-aid Project 163; bids until Aug. 10. (See Machinery Wanted—Bridge Construction.)

Ga., Macon.—Central of Georgia Ry., C. K. Lawrence, Chief Engr., Savannah, Ga.; erect bridge at Elm St.; preparing plans.

La., Alexandria.—Rapides Parish Police Jury, J. F. Ball, Prest.; erect steel bridge, with concrete abutments, over Calcasieu River; bids until Aug. 9; Ira W. Sylvester, Engr. (See Machinery Wanted—Bridge Construction.)

La., Biloxi Bay.—Louisville & Nashville R. R., W. H. Courtenay, Ch. Engr., Louisville, Ky.; erect bridge; American Bridge Co., Contractor, 42 Broadway, New York.

Miss., Meridian.—Lauderdale County Supervisors, Geo. F. Hand, Clk.; erect steel bridge across Burwell Creek; concrete bridge on Dixie-Overland highway; bids until Aug. 9. (See Machinery Wanted—Bridge Construction.)

N. C., Montgomery County.—North Carolina State Highway Comsn., Div. office, Greensboro, N. C.; construct reinforced concrete bridge over Yadkin River, between Montgomery and Stanly Counties; Federal-aid Project No. 116; 3 open spandrel ribbed arches of 146 ft. 3 in. span and 14 deck girder approach spans of 40 ft. each; 3984 cu. yds. concrete; 262,190 lbs. reinforcing steel; bids until Aug. 25; W. S. Fallis, State Highway Engr., Raleigh. (See Machinery Wanted—Bridge Construction.)

Okla., Stigler.—Haskell County Comms.; construct bridges and roads in Moore Township; voted \$75,000 bonds.

S. C., Walhalla.—Oconee County Highway Comsn., M. R. McDonald, Secy.; rejected bids to erect steel bridge over Chauga River between Westminster and Madison; J. N. Stribling, Engr. (Lately noted inviting bids.)

Va., Richmond.—Richmond, Fredericksburg & Potomac R. R., W. D. Duke, Gen. Supt.; build viaduct over McKenzie St.

## Canning and Packing Plants.

Fla., Tavares.—Lake Region Packing Co., C. H. Jackson, Treas.-Mgr.; erect \$15,000 packing-house; 2 stories; 160x90 ft.; mill construction; day labor; purchased \$20,000 machinery; daily output, 6 cars packed citrus fruit; build pre-cooling plant; F. M. Slattery, Archt., Tampa, Fla.; M. N. Driggers, Constr. Engr., Eustis, Fla.

Okla., Muskogee.—Central Packing Co. inctd.; capital \$50,000; Jerry Rousek, A. R. Fleak, Joe Lux.

## Clayworking Plants.

La., Paloma.—Bricks.—Paloma Brick Co. organized; T. L. Mills, Prest., Zachary, La.; Jno. B. Noland, Secy.-Treas.; S. L. Davidson, Gen. Mgr.; both Baton Rouge, La.; build plant. (Lately noted inctd. under Baton Rouge, La., capital \$100,000.)

Md., Baltimore.—Bricks.—Baltimore Brick Co., Maryland Trust Bldg.; erect 1-story 137x75x12-ft. brick dryer at Monument St. and Loney's Lane; also 1-story 76x63x24-ft. brick kiln at Monument St. and Highland Ave.

N. C., Sunset Park.—Pressed Brick.—Sunset Pressed Brick Co. inctd.; capital \$50,000; A. F. and J. T. Lee, F. L. Jones; all Wilmington, N. C.

Tex., Calf Creek.—Pottery.—A. E. Felder and M. R. Looney; both Cisco, Tex.; organize company; capital \$15,000 to \$20,000; erect brick-pottery plant; mfrs. drain tile, sewer pipe, stoneware, etc.

Tex., Dallas.—Roofing.—Southwestern Brick & Tile Roofing Co., R. J. Pierson, Prest., 1802 Main St.; erect 2-story factory building; equip to mfrs. brick, tile and wallboard from pine and hardwood sawdust.

## Coal Mines and Coke Ovens.

Ala., Carbon Hill.—Export Black Creek Coal Co. inctd.; capital \$2000; P. O. and W. E. Goodwin, C. E. and A. M. Fowler.

Ala., Red Star.—Nelson Coal Corp. chartered; office 706 Brown-Marx Bldg., Birmingham, Ala.; capital \$100,000; Frank Nelson, Jr., Prest.; T. L. Nelson, V.-P.; T. K. Lee, Secy.-Treas.; W. A. Upton, Supt.; develop 500 acres; daily output 350 tons; has \$150,000 electrical equipment.

Ky., Harlan.—Harlan Blue Gem Coal Co.; construct tippie; miners' houses, etc.; will let contract.

Ky., Hulon.—Harlan Carter Coal Co. inctd.; capital \$5000; W. H. Chas. and Mary E. Bullock.

Ky., Owensboro.—Universal Coal Co. incorporated; capital \$25,000; Ben Hardesty, Geo. S. and Jennie Wilson.

Okla., McAlester.—McAlpine-Cobb Co., Geo.

Alpine; develop coal lands; daily capacity 100 tons.

Tex., Thurber.—Texas & Pacific Coal & Oil Co.; increased capital from \$6,000,000 to \$8,129,000.

W. Va., St. Albans.—Nellis Coal Co.; erect steel tippie in Coal River Dist., Boone County; equip with shaker screens.

W. Va., Ansted.—Ft. Defiance Coal Corp. chartered; capital \$150,000; W. H. Evans, S. S. Croft; Ansted; R. B. Wills, Charleston, W. Va.

W. Va., Ansted.—Riverview Coal Co. inctd.; capital \$10,000; W. H. Evans, W. L. Burns; both Ansted; R. B. Wills, Charleston, W. Va.

W. Va., Barnum.—Warnock Coal Co. inctd.; capital \$15,000; David C. Warnock, Harley L. Warnock; both Barnum; Harley L. Bray, Oakmont, W. Va.

W. Va., Charleston.—Pointlick Coal Co. organized; H. M. Davidson, Prest.-Mgr., Charleston; A. W. Alden, V.-P.; J. P. Cofer, Secy.-Treas.; both Bluefield, W. Va.; develop coal lands in Campbell Creek.

W. Va., Charleston.—Kanawha Consolidated Coal Co. inctd.; capital \$1,000,000; Donald Goshorn, Fred W. Goshorn; both Charleston; Joseph O'Hare, Philadelphia, Pa.

W. Va., Coalburg.—Deep Hollow Coal Co. inctd.; capital \$50,000; W. D. Payne, J. V. Ray; both Charleston, W. Va.; J. T. Hatfield, Covington, W. Va.

W. Va., Emmart.—Camp Run Coal Co., W. C. Delaney, Mgr.; develop 1000 acres coal land; open tippie mine.

W. Va., Huntington.—Pocohontas Low Vein Coal Co. inctd.; capital \$25,000; G. A. Johnson, E. A. Dean, A. V. McConnughy.

W. Va., Kingwood.—La Rue Coal Co. inctd.; capital \$200,000; G. B. La Rue, J. C. Gibson; both Kingwood; W. B. Williams, Tunnelton, W. Va.

W. Va., Nichols County.—Gauley-Concord Co. inctd.; capital \$100,000; D. O. Blagg, H. D. Rummell, John D. Overley; all Charleston, W. Va.

W. Va., Rivesville.—Fairmont & Cleveland Coal Co., W. E. Watson, Prest., Jacobs Bldg., Fairmont, W. Va.; erect steel tippie with shaker screen and loading booms at Parker Run mine.

W. Va., Junior.—Mildred Coal Co., A. B. Spencer; develop 75 acres coal lands; daily output 300 tons. (Lately noted inctd., capital \$5000.)

W. Va., Little Falls.—Dennison Coal Co., J. W. Dennison, Prest.; develop coal lands.

W. Va., Morgantown.—Green Ridge Coal Co. inctd.; capital \$50,000; Carney Fortney, E. L. Winter; both Morgantown; W. Hawley, Masontown, W. Va.

W. Va., Sago.—Buckhannon Valley Coal Co., F. E. Harne, Mgr.; develop 335 acres coal land.

W. Va., Welch.—By-Products Co. organized; capital \$250,000; Paul N. Bogart, Warren S. Blauvelt; both Terre Haute, Ind.; Thos. D. Sheerin, Indianapolis, Ind.

W. Va., Wheeling.—J. J. Love & Co. inctd.; capital \$25,000; J. J. and E. A. Love, C. P. Harpfer.

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

**Concrete and Cement Plants.**

Tenn., Chattanooga—Portland Cement.—Signal Mountain Portland Cement Co. inceptd.; capital \$6,000,000; C. E. James, Chattanooga; A. Y. Jameson, Mason City, Iowa; R. C. Lubbers, Stangar, Iowa; P. Deickmann, Mgr., Demopolis, Ala.; construct plant; daily capacity 3000 bbls, to be increased to 5000 bbls.

**Cotton Compresses and Gins.**

Ala., Albany.—Decatur Compress Co. inceptd.; capital \$25,000; John C. Eyster.

Ark., Black Oak.—Farmers' Gin Co. inceptd.; capital \$25,000; J. L. Lain, S. D. Mills, J. E. Stewart.

Ark., Flippin.—Farmers' Gin Assn.; enlarge capacity; install boiler, etc.

Fla., Bonifay.—Lammons Gin Co. organized; capital \$15,000; J. C. McGee, Prest.; C. O. Hagan, Secy.-Treas.

Ga., Covington.—C. O. Nixon and O. W. Potter; establish ginnery; J. R. McCord Lumber Co., Contr.

Ga., Rome.—Everett Springs Co-operative Gin Co. inceptd.; capital \$4000; W. W. Barton, J. K. Edwards, J. C. Black.

N. C., Auburn.—Auburn Ginning Co. inceptd.; capital \$50,000; J. J. Lane, S. Leslie and Saml. Watts.

N. C., Wallace.—Planters' Gin Co. of Wallace inceptd.; capital \$30,000; G. H. Robinson, D. L. Wells.

S. C., Bennettsville.—Townsend Gin Co., incorporated; capital \$20,000; C. E. Townsend, Prest.-Secy.; W. B. Crossland, V.-P.-Treas.

Tex., Floydada.—Farmers' Gin Co. inceptd.; capital \$20,000; W. F. Boerner, C. E. Nell, W. E. Weathersbee.

Tex., Galveston.—Shipside Compress Co.; erect corrugated-iron building and brick boiler-room; \$12,000; B. F. & C. M. Davis, Contrs., Fort Worth, Tex.

**Drainage Systems.**

Ky., Hickman.—Hickman County Drainage Comms., H. M. Cresap, Prest.; construct drainage system in Brush Creek Dist., Hickman and Graves Counties; main canal 48,200 ft. long; 3 laterals; 3300 ft. long; excavation 29,798 cu. yds.; 5 wooden bridges; bids until Aug. 20; J. A. Porter, Engr. (See Machinery Wanted—Drainage System.)

Okla., Chickasha.—Grady County Comms.; construct 6 mi. drainage ditch; 4 to 10 ft. deep by 12 to 30 ft. wide; \$75,000 to \$100,000.

**Electric Plants.**

Ark., Danville.—P. F. Arnold, Hot Springs, Ark.; leased Danville Light Co.'s plant; contemplates improvements.

Ark., Pine Bluff.—Arkansas Light & Power Co.; construct 6000-volt high tension transmission system from Pine Bluff to Cottontale, Ark.; \$15,000; Moreland & Bennett, Engrs.

Fla., Miami.—City; extend street-lighting system. Address The Mayor.

Fla., Miami.—Bay View Estate Corp., G. F. Wills, Atlanta, Ga.; build electric plant; develop subdivision. (See Land Developments.)

Fla., St. Petersburg.—City; install white way on Central Ave.; \$19,500; Leneave Electric Co., Contr.

Ga., Greensboro.—City; extend electric-light system; \$10,000 bonds. Address The Mayor.

Ga., Taylorsville.—Taylorsville Light & Power Co. inceptd.; capital \$8000; Will M. Dorsey, C. D. Shaw, A. R. McGinnis.

Ky., Blackney.—Kentucky & West Virginia

Power Co., Whitesburg, Ky.; contemplates extension transmission lines to Elkhorn coal fields.

Ky., Jackson.—Breathitt County Light & Power Co.; increased capital from \$100,000 to \$150,000; contemplates improvements.

Ky., Louisville.—Louisville Gas & Electric Co., Donald McDonald, Gen. Mgr.; plans extensions and improvements.

La., Violet.—Violet Ice & Electric Co. organized; capital \$50,000.

Md., Baltimore.—Consolidated Gas, Electric Light & Power Co., E. D. Edmorston, Gen. Supt., Lexington Bldg.; erect 200x52x48-ft. substation addition and 108x29-ft. steel tank at Race and Barney Sts.

Mo., Carthage.—City, J. A. Carter, Mayor; improve and extend light and water systems; install additional equipment. (Lately noted voted \$100,000 bonds.)

N. C., Charlotte.—Southern Public Utilities Co., Z. V. Taylor, Prest.; contemplates extending plant and system; \$150,000.

Okla., Comanche.—City; improve lighting plant and water-works system; pave streets; E. T. Archer & Co., Engrs., 609 New England Bldg., Kansas City, Mo.

S. C., Townville.—Townville Water, Light & Power Co. organized; Dr. Webb, Prest.; E. B. Farmer, Secy.; install electric plant.

Tenn., Memphis.—United States Gas & Electric Co.; repair and equip plant; \$190,000.

Tex., Memphis.—Texas Gas & Electric Co.; rebuild burned plant; loss \$75,000.

Tex., San Antonio.—South Texas Willys Light Co. inceptd.; capital \$25,000; L. Ward, Jr., H. F. Shaper, H. A. Kelton.

Va., Fort Myer.—Chief of Construction Office, Building C, 7th and B Sts., Washington, D. C.; erect power-house and laundry; H. C. Ball Construction Co., Gen. Contr., Natl. Bank Bldg., Washington.

W. Va., Ridgeley.—Ridgeley Light & Power Co. inceptd.; capital \$25,000; Jas. T. Vandegrift, Howard R. Kight, Elmer E. Biggs.

**Fertilizer Factories.**

Ga., Savannah.—Reliance Fertilizer Co.; increased capital from \$300,000 to \$500,000.

Miss., Biloxi.—R. J. Colson and E. C. Gay; install \$50,000 equipment to mfr. fertilizer and feed.

Va., Norfolk.—Jefferson Agricultural Chemical Corp. chartered; capital \$700,000; F. S. Royster, Prest.; C. S. Carr, Secy.

**Flour, Feed and Meal Mills.**

Ga., Savannah.—Centennial Milling Co., Seattle, Wash.; establish mixing and blending plant for plain and self-rising flour; ten-hour capacity 2000 lbs.; erect 100,000-bbl. warehouse.

Md., Crisfield.—Potomac Poultry Food Co., J. S. Wilson, Keyser Bldg., Baltimore; erect 1-story plant; probably frame; W. S. Stone, Jr., Archt.; Herman J. Dooleman, Engr., 509 N. Charles St. (Lately noted erect plant.)

Md., Gaithersburg.—Bowman Bros., Germantown, Md.; erect \$75,000 flour mill; daily capacity 225 bbls.

Mo., Bois D' Arc.—Bois D' Arc Milling Co. organized; capital \$10,000; T. P. Frye, J. F. Frye, W. T. Jennings.

Tex., Yoakum.—Yoakum Mill & Elevator Co.; erect mill and elevator.

**Foundry and Machine Plants.**

D. C., Washington.—Stokers, etc.—Vasil Steam Systems Co.; erect plant at Arlington Junction; mfr. stokers and other boiler equipment.

Md., Baltimore.—Car Trucks, etc.—Boyden Steel Corp., Keyser Bldg., chartered; directors include Geo. A. Boyden, Robert Ramsay, Theo. G. Lurman and others of Baltimore; Ernest T. Trigg and Franklin S. Edmonds of Philadelphia, Pa.; John C. Frazee of Lansdowne, Pa., and others; capital 1,000,000 shares without par value, assessed at \$100 per share; mfr. car trucks, tractors, railway appliances, etc.; understood to build principal plant in Baltimore; Mr. Ramsay advises that no information is now available for publication.

Md., Baltimore.—Implements.—American Acme Agricultural Accessories Co., 3023 Abell Ave., inceptd.; capital \$50,000; Charles J. Ziegler, Geo. R. Sinnickson, Wm. H. Eisenhart.

Md., Baltimore.—Safes.—Miller Safe & Lock Co., Wilkins Ave. and Catherine St., subsidiary of York Safe & Lock Co., York, Pa.; erect first unit of plant; 1 story; 125x405 ft.; brick, steel and concrete; also erect 30x40-ft. power-house; H. D. Watts Co., Contr., Garrett Bldg.; J. A. Dempwolf, Archt., York, Pa.; later plans 3 additional factory buildings. (Lately noted.)

Md., Hagerstown.—Pressed Steel.—Maryland Pressed Steel Works (controlled by Poole Engineering & Machine Co., Baltimore, Md., and 50 Church St., New York) has been purchased by New York interests; understood to operate plant (operated during war to mfr. shells and guns) to mfr. pressed steel parts and electrical equipment; Poole Company advises it is not prepared to make any statement at this time.

Mo., Kansas City.—Culverts, etc.—Whitaker-Glessner Co., Andrew Glass, Prest., Wheeling, W. Va.; Kansas City branch, 214 W. 3d St.; erect fabricating plant and warehouse; mfr. galvanized culverts, grain bins, tanks, etc.; main building 5 stories and basement; brick and reinforced concrete; Tarbet & Gornall, Archts.; Harvey Sliver Construction Co., Contr. (Plans for additions and improvements previously detailed under Iron and Steel Plants, W. Va., Wheeling.)

Okla., Muskogee.—Iron.—Muskogee Iron Works; increased capital from \$50,000 to \$100,000.

Tex., Beaumont.—Machinery.—Boykin Machinery & Supply Co.; increase capital from \$100,000 to \$500,000.

Tex., Jacksonville.—Foundry.—Hall Foundry & Machine Co. organized; S. J. Hall, Prest.-Mgr.; Roy S. Weir, Secy.-Treas.; erect 150x52-ft. sheet-iron building; \$3500; purchased machinery; C. W. Marshall, Contr. (Lately noted inceptd., capital \$60,000.)

Tex., Lufkin.—Foundry.—Lufkin Foundry & Machine Co.; erect building; steel; 70x160 ft.

Tex., San Marcos.—Blacksmith Shop.—S. J. Pyland, W. San Antonio St.; rebuild burned blacksmith shop; loss \$10,000.

Va., Lynchburg.—Malleable Iron.—American Malleable Iron Corp. organized; capital \$1,000,000; Lawrence H. McWane (Prest., Lynchburg Foundry Co.), Prest., Lynchburg; P. J. Carpenter (V.-P. Central National Bank), Wilmington, Del.; W. A. Hodges, Jr. (Secy.-Treas. Lynchburg Industrial Savings & Loan Co.), Secy.-Treas.; build malleable iron works; initial daily capacity 6 tons; leased 12-acre site.

**Gas and Oil Enterprises.**

Ky., Paducah.—Livingston-Pope Oil Co. inceptd.; capital \$250,000; H. A. Hodge, C. M. Nelson, Jno. E. Woods.

Md., Annapolis.—Gas Plant.—Public Utilities Co.; install gas-plant additions; \$260,000; double city gas supply.

Mo., Mehlville.—Lemay Oil Co. inceptd.; capital \$500,000; Roy J. Venarde, Chas. J.

Siedler; both Mehlville; Frederick C. Meyer, St. Louis, Mo.

Okla., Bartlesville.—Scullin Oil Co. inceptd.; capital \$150,000; H. J. Scullin, J. D. Talbott, L. G. Shields.

Oklahoma.—Penn-Oklahoma Oil & Gas Co. inceptd.; capital \$100,000; J. W. Bowman, W. L. Dietz; both Lemoyne, Pa.; D. G. Bowman, Harrisburg, Pa.

Okla., Tulsa.—Hancox Drilling Co. inceptd.; capital \$25,000; Thos. H. Hancox, Lewis L. West, Wm. Herman.

Okla., Tulsa.—Tulsa-Rome Producing Co., 228 Broadway, Rome, Ga., inceptd.; capital \$250,000; W. W. Woodruff, Prest.; S. P. Conlson, Secy.-Treas.; D. W. Sims, Gen. Mgr.

Okla., Walters.—Refinery.—Southern Oil Corp.; construct 2500-bbl. capacity refinery; install mch.

Tex., Breckinridge.—Strong Oil Corp. chartered; capital \$72,000; A. T. Strong, F. E. Cragin, F. L. Senter.

Tex., Fort Worth.—Anglo-American-Texas Oil Corp. organized; G. Trafford Hewitt, Prest., London, England; A. W. Powell, Treasurer, Ottawa, Canada; Wm. A. Clark, Secy., Winnipeg, Canada; Herbert A. Trebing, Atty., New York.

Tex., Fort Stockton.—Grant Oil Co. organized; capital \$5,000,000; J. W. Grant, Mgr.; has 50,000-acre lease; E. E. Newby, Engr. (Lately noted inceptd.)

Tex., Santa Anna.—Pipe Line and Refinery.—Southern Pipe Line & Refining Co. inceptd.; capital \$100,000; R. M. Darnell, R. R. Menough, M. H. Franklin.

W. Va., Braxton County.—Cedar Creek Oil & Gas Co. inceptd.; capital \$250,000; M. M. Murphy, Glenn F. Williams, B. B. Jarvis; all Clarksburg, W. Va.

W. Va., Charleston.—Alleghany Oil & Gas Co. inceptd.; capital \$200,000; J. E. Crouse, M. P. Matheny, J. H. Henning.

W. Va., Wood County.—Valley Mills Oil Co. inceptd.; capital \$25,000; B. D. Shatto, O. R. Hardman, P. C. Adams; all Spencer, W. Va.

### Hydro-Electric Plants.

N. C., Moncure.—Moncure Mfg. Co., C. D. Orrell, Secy.-Treas.; develop water-power on Deep River; construct concrete dam; furnish electricity to Moncure, Pittsboro and other cities. (Lately noted organized, capital \$200,000.)

### Ice and Cold-Storage Plants.

Ala., Montgomery.—Crystal Ice Co. reorganized; L. H. Moore, Prest.; Z. C. Lewis, Secy.; plans to enlarge plant.

Ga., Ocilla.—Ocilla Packing Co.; erect cold-storage plant.

Ia., Violet.—Violet Ice & Electric Co. organized; capital \$50,000.

S. C., Swansea.—Swansea Ice Mfg. Co. incorporated; capital \$12,000; L. G. Rast, Prest.; W. C. Rast, Secy.-Treas.

Tex., Dallas.—Cliff Ice & Cold Storage Co., Santa Fe Railroad; erect building; 1 story; concrete.

Tex., Port O'Connor.—Atlas Fish & Oyster Co., C. H. Brightwell, Mgr.; rebuild burned storage-room and office; loss \$3000.

Tex., Rusk.—Powell Land & Lumber Co., W. H. Shook, Prest.; establish ice plant; contemplated. (See Machinery Wanted — Ice Plant.)

### Land Developments.

Ark., Forrest City.—Forrest Park Cemetery Co. inceptd.; capital \$15,000; Jno. W. Alderson, J. A. Addington.

Fla., Miami.—Bay View Estate Corp. organized; L. T. Cooper, Prest.; G. F. Willis, V.-P.; M. Wiggins, Secy.-Treas.; purchased tract; develop for residential purposes; construct electric-light plant; lay sidewalks and streets. (Lately noted inceptd., capital \$250,000.)

Ga., Macon.—Lakeside Park Co. inceptd.; capital \$10,000; Oscar E. Reddy.

Ga., West Point.—Lanett Cotton Mills; improve village; E. S. Draper, Landscape Archt., Charlotte, N. C., and New York.

Ga., West Point.—Langdale Cotton Mills; improve park; E. S. Draper, Landscape Archt., Charlotte, N. C., and New York.

Md., Ellerslie.—Ellerslie Development Co. inceptd.; capital \$10,000; Irvin S. Lowery, Theodore Kennell, Harlan M. Wiltman.

Md., Green Ridge.—United Orchards Co. inceptd.; capital \$2,500,000; Robt. G. and Ferdinand E. Carter; both Chevy Chase, Md.; Chas. E. W. Bolognino, Alexander T. Douglas; both Washington, D. C.

N. C., Gastonia.—Arkray Mills; develop village; E. S. Draper, Landscape Archt., Charlotte, N. C., and New York.

S. C., Anderson.—B. B. Gossett; develop estate; E. S. Draper, Landscape Archt., Charlotte, N. C., and New York.

S. C., Poston.—Pee Dee Farms Co. organized; A. W. Powell, Secy.-Treas.; develop 1889 acres in Fork, Pee Dee and Lynches rivers dists. for farming. (Lately noted inceptd. under Kingsburg, S. C., capital \$30,000.)

S. C., Spartanburg.—D. L. Jennings; develop estate; E. S. Draper, Landscape Archt., Charlotte, N. C., and New York.

Va., Stuart.—Stuart Orchard Co. inceptd.; capital \$25,000; T. L. Clark, Prest.; W. L. Joyce, Secy.

W. Va., Bluefield.—Parrish Realty Co.; develop 85 acres; contemplates improvements, to include grading streets, installing water, sewer, electric-light systems, parks, etc.; J. A. Sinsel, Engr.

W. Va., Huntington.—Mt. Pleasant Land Co. inceptd.; capital \$30,000; J. S. Sheppard, F. A. Welder, D. Dalton.

### Lumber Manufacturing.

Ala., Falco.—McGowin-Foshee Lumber Co.; J. F. McGowen, Prest.; erect 36x200-ft. building; ordinary construction; erection by owner; install mch.; daily capacity 60,000 ft. long-leaf yellow pine; total cost \$75,000. Lately noted to rebuild burned plant.

Ala., Eutaw.—Gosa-Steele Lumber Co.; increase capital to \$100,000.

Ala., Selma.—Dutwiler & Co., Toledo, Ohio; purchased 9000 acres timber land; establish mills.

Fla., Jasper.—Gay Mfg. Co. organized; capital \$50,000; G. L. Prince, Prest., Jennings, Fla.; M. M. Gay, V.-P. and Mgr.; S. M. Perkins, Secy.-Treas.; both of Jasper; has 60x15-ft. brick building; install drykilns and planing mill, \$20,000; daily capacity 20,000 ft. lumber.

Fla., Kissimmee.—Wm. Candler, Atlanta, Ga., and Clay Binion, Orlando, Fla.; plan development timber tract; establish lumber plant; build 25 mi. logging road.

Fla., Tampa.—Bahamas-Cuban Co. (affiliated with Brooks-Seanlon Lumber Co. of Minneapolis, Minn.), D. F. Brooks, Prest., Minneapolis; construct \$75,000 lumber export terminals on east side of estuary; leased 500-ft. frontage; construct 75-ft. docks; erect re-saw mill with daily capacity 40,000 ft.; also mill with daily capacity city 35,000 ft. ripped rough scantling and dressed lumber; install 54-in. re-saws, fast-feed planer, circular power-feed rip-saw, boilers, donkey engines, loading equip-

ment, etc.; machinery ordered; proposes handling 1,500,000 to 2,000,000 ft. per month.

Ga., Albany.—H. B. Reynolds Co.; increased capital from \$45,000 to \$500,000.

Ga., Savannah.—Fort Bartow Lumber Co. will be inceptd.; I. L. Echols, H. V. Chapman; purchased 6000-acre timber tract on Skidway Island, and sawmill at Causten's Bluff; install drykilns, planing mills, cutting lathes, etc.; daily output, 30,000 ft.

Ky., Whitesburg.—W. C. Burton, Makota, W. Va.; develop timber lands.

Miss., McComb.—Home Lumber Co. inceptd.; capital \$300,000; H. L. White, Prest.; J. J. White, V.-P.; B. F. Lampton, Secy.-Treas.; A. B. Saunders, Gen. Mgr.

N. C., Charlotte.—Locks.—Thief-Proof Lock Co. inceptd.; capital \$25,000; M. A. Eldson, I. W. Woolley; both Charlotte; J. H. Woolley, Salisbury, N. C.

Tex., Boyd.—G. W. Bishop; rebuild burned sawmill; loss \$25,000.

Tex., Huntington.—Ora Lumber Co. inceptd.; capital \$6000; C. B. and G. H. Stewart, G. A. Kimmey.

Tex., Kyle.—Wallace Bros. Lumber Co.; increased capital from \$80,000 to \$100,000.

Tex., Lufkin.—Bohlsom Mfg. Co.; erect hardwood mills.

Tex., Lufkin.—Martin Wagon Co., Lee Zeigler, Prest.; erect \$35,000 mill.

Tex., Wiergate.—J. Bradfield Long Leaf Lumber Co. inceptd.; capital \$150,000; J. Bradfield, R. I. Gould, H. T. Wadley.

Va., Roanoke.—Blackwood Lumber Co.; increase capital from \$200,000 to \$1,000,000.

Va., Rocky Gap.—Bell Lumber Co. (lately noted inceptd., capital \$25,000) organized; D. E. Conley, Prest.; C. L. Bell, V.-P.-Mgr.; C. Tuggle, Secy.; W. S. Bell, Treas.; erect building; mill construction; construction by owner; daily output 50,000 ft. flooring and outside and inside trim; W. S. Bell, Archt.-Engr. (See Machinery Wanted — Sawmill Equipment.)

### Metal-Working Plants.

Fla., Miami.—Cornices.—Pioneer Cornice Works; erect building.

Md., Baltimore.—Metal Products, etc.—Powell Mfg. Co., 1845 Hanover St., inceptd.; Paul R. Powell, Geo. H. Powell, Herbert M. Brune.

Md., Baltimore.—Metal Products.—Zirconium Co. of America, 1530 Fidelity Bldg., inceptd.; capital \$1,000,000; James B. Grunagle, John L. Brown, Robert E. Kanode.

S. C., Greenville.—Metal Signs.—Poole Co. inceptd.; capital \$35,000; J. B. Poole, C. E. Matthews.

### Mining.

Fla., Nichols.—Phosphate.—Phosphate Mining Co., Wm. R. Paters, Prest., 55 John St., New York; P. H. Fuller, Mgr., Nichols, Fla.; build plant; C. S. Newcomb, Constr. Engr., 55 John St., New York. (Lately noted under Bartow, Fla., build plant.)

Ga., Atlanta.—Ore.—Vitona Mineral Ore Co. inceptd.; capital \$100,000; J. J. Bowden, J. M. Crane, Walter E. Daley.

Ky., Rim.—Cub Bear Mining Co.; increase capital from \$5000 to \$25,000.

La., Slidell.—Graphite.—Birmingham Graphite Co.; erect 2 buildings; Paul Mendow, Contr., Covington, La.; Charles Jenkins, Archt., Covington, La.; plans, etc., prepared for third building; contract will be let.

N. C., Greensboro.—Granite.—Guilford County Commrs., W. C. Boren, Chmn.; develop granite quarry; 12 acres; install rock quarry-



ing and crushing outfit, tramway, etc.; cost \$10,000 to \$15,000; ordered equipment; daily capacity 200 yds. stone for use in road paving.

N. C., Skyland—Feldspar.—Carolina Feldspar Co. inceptd.; capital \$250,000; E. P. Brownell, Jr., D. G. Noland, Jas. R. Rush.

N. C., Waynesville.—Consolidated Natural Abrasive Mining Co. of America; inceptd.; capital \$90,000; S. A. Jones, Nannie E. Jones, L. L. Council.

Okl., Miami.—George Mining Co. inceptd.; capital \$250,000; A. S. Hunsicker, Miami; Lee Dekle, Tampa, Fla.; W. A. Varnedoe, Los Angeles, Cal.

Tenn., Hickman County — Phosphate.—Armour Fertilizer Works, main office Union Stock Yards, Chicago, Ill.; erect phosphate mining and washing plant; daily capacity 150 tons; Joseph A. Chapman, Supvr. Constr.

### Miscellaneous Construction.

Fla., Fernandina — Wharves.—Fernandina Wharf & Terminal Co. inceptd.; capital \$60,000; Charles J. Davis, Prest.; Jackson Mizell, V.-P.; Louis S. Chadwick, Secy.-Treas.

Fla., Jacksonville—Jetties.—U. S. Engineer Office, Col. W. J. Barden, Dist. Engr.; repair south jetties; \$100,000.

Fla., Tampa—Export Terminals.—Bahamas-Cuban Co., D. F. Brooks, Prest., Minneapolis, Minn.; construct \$75,000 lumber export terminals on east side of estuary; leased 500-ft. frontage; construct 75-ft. docks; erect sawmills. (See Lumber Manufacturing.)

La., New Orleans — Wharves.—Comms. Port New Orleans, W. O. Hudson, Prest., 290 New Orleans Court Bldg.; extend Pauline St. freight wharf; bids until Aug. 17; Arsene Perillat, Chief Engr. (See Machinery Wanted—Wharf.)

La., New Orleans — Wharf.—Dock Board, Arsene Perillat, Chief Engr.; construct 530x12-ft. wharf; 66,250 sq. ft. cargo-handling space; \$178,875.

La., New Orleans—Wharves.—Dock Board, Arsene Perillat, Ch. Engr.; rat-proof First St. wharf; construction by city; later rat-proof Celeste St. wharf. (Previously noted.)

Miss., Biloxi—Channel.—City, Jno. J. Kennedy, Mayor; dredge 12-ft. channel; \$50,000; work probably by U. S. dredges.

Miss., Biloxi—Sea Wall.—City Comms., W. H. Hunt, Commr. Public Works; construct sea wall and shore protection along beach front and 7 mi. street pavement; water mains; sewer connections; bids until Aug. 16; Massena L. Culley, Eng., Jackson, Miss. (See Machinery Wanted—Sea Wall.)

Mo., Monett—Coaling Station.—St. Louis-San Francisco R. R., F. G. Jonah, Ch. Engr., St. Louis, Mo.; erect 200-ton frame coaling station; \$20,000; Ogle Construction Co., Contr., Chicago, Ill.

Tenn., Knoxville—Incinerator.—City Comsn., C. G. Wayland, Commr.; install incinerator plant; \$75,000 bonds

Tex., Belton—Dam, etc.—City; construct dam; clean and straighten Nolan Creek channel; vote Aug. 17 on \$25,000 bonds. Address The Mayor.

Tex., Fort McIntosh—Retaining Walls.—Construction Div., R. C. Marshall, Jr., 7th and B. Sts.; construct retaining walls; \$25,242; Eagle Pass Lumber Co., Contr., Eagle Pass, Tex.

Tenn., Memphis — Levee.—Mississippi River Comsn., 1st and 2d Dist., Custom-house; construct 700,000 cu. yds. earthwork in Upper and Lower St. Francis and White River Levee Dist.; bids until Aug. 16. (See Machinery Wanted—Levee Construction.)

Tex., Clarksville—Levee.—Red River County

Levee Dist. No. 1; enlarge and rebuild present project; voted \$100,000 additional bonds.

Va., Cape Charles—Wharf, etc.—Treasury Dept., Supervising Archt. office, Washington, D. C.; construct wharf, bulkhead and breakwater at quarantine station; dredge channel; \$122,665; contracts awarded. (Lately noted inviting bids.)

### Miscellaneous Enterprises.

Ark., Newport — Packet.—Mozelle Packet Co. inceptd.; capital \$2500; W. B. and Ira S. Grant.

D. C., Washington—Rug-Washing, etc.—N. Hokimian Oriental Floor Covering Co., 1512 H St. N. W.; erect building; equip for rug-washing, cleaning and repairing; Chas. Tompkins, Contr., 1833 3d St. N. W.

D. C., Washington—Laundry, etc.—Capitol Towel Service Co., 1015 9th St.; erect laundry and garage; 1 story; 50x86 ft.; contract let; Cutler & Woodbridge, Archts., 13th and New York Ave.

D. C., Washington—Laboratory.—Navy Dept., Bureau Yards and Docks; erect laboratory; Hyde & Baxter, Contrs., 1311 G St.

D. C., Washington — Laundry.—Elite Laundry Co.; increased capital from \$50,000 to \$150,000.

Fla., Macclenny—Publishing.—Baker County Standard; erect building.

Ga., Covington—Sweet Potato Curing.—Sweet Potato Curing Co. inceptd.; capital \$500; L. W. Jarman, J. B. Reeves, C. D. Gibson.

Ky., Hickman—Implements, etc.—Planters' Supply Co. inceptd.; capital \$30,000; J. W. Jones.

La., Alexandria—Printing.—Standard Printing Co. inceptd.; capital \$8000; Chas. J. Fleming, Prest.; P. T. Duty, Secy.-Treas.

Md., Baltimore—Industrial Supplies.—Industrial Products Corp. chartered; capital \$25,000; Brook H. Rollins, 3411 Carlisle Ave.; Oscar Le Garde Jones, Arthur Hall.

Miss., Meridian — Stockyards.—Meridian Stockyards inceptd.; capital \$150,000; R. J. Bateman, E. S. Bostick, E. Cahn.

Miss., Vicksburg—Abattoir, etc.—Vicksburg Abattoir & Stock Yards inceptd.; capital \$100,000; C. H. Bloom, E. W. Haltin, Philip F. Gilbert.

N. C., Burlington—Contracting.—MacConnell Electrical Supply & Construction Co. inceptd.; capital \$25,000; Paul Stevens, Prest.; H. C. Pollard V.-P.; T. R. MacConnell, Secy.-Treas.; P. N. Mangun, Mgr.

N. C., Charlotte—Laundry.—Union Laundry Co. inceptd.; capital \$125,000; W. M. Sullivan, G. W. Hunter, Simon Howard.

N. C., Farmville — Hardware.—Hub Hardware Co. inceptd.; capital \$250,000; J. W. Holmes, W. H. Rowland, C. C. Coppedge.

Okl., Frederick — Publishing.—Frederick Leader Co. inceptd.; capital \$75,000; J. L. and T. B. Newland, J. A. Dilworth.

Tex., Abilene — Laundry.—State Board of Control, Austin, Tex.; erect laundry building at State Epileptic Colony; install mch., etc.; bids opened Aug. 9; C. H. Page & Bro., Archts., Austin, Tex. (See Machinery Wanted—Laundry Equipment.)

Tex., Dallas — Abattoir.—City, Frank W. Woxenraft, Mayor; erect abattoir; voted \$175,000 bonds.

Tex., Houston—Incinerator.—City, Mayor Amerman; install 2 additional incinerators.

Tex., Robstown—Publishing.—Robstown Record inceptd.; capital \$3000; M. L. Dale, Wm. Bauer, Jr., J. W. Blaise.

N. C., Rocky Mount — Publishing.—Ideal

Print Shop inceptd.; capital \$25,000; W. C. Proctor, R. M. Richardson, A. C. Proctor, Jr.

S. C., Charleston — Laundry.—Charleston Laundry Co. organized; capital \$100,000; temporary officers: T. J. Dyke, Prest.; C. E. Tipton, Secy.-Treas.; C. W. De Samboug, Mgr.; erect steam laundry, probably 56x82 ft. and install machinery to cost \$40,000 to \$50,000.

S. C., Columbia—Farm Implements, etc.—Farmers' State Supply Co. inceptd.; capital \$10,000; W. P. Smith.

S. C., Sumter — Laundry.—Sumter Steam Laundry, S. Washington St.; rebuild burned laundry.

Tex., Dallas—Dairy.—Tennessee Dairies Co.; increased capital from \$10,000 to \$50,000.

Tex., El Paso — Laundry.—Acme Laundry Co.; increased capital from \$50,000 to \$80,000.

Tex., San Antonio—Laundry.—Ideal Laundry Co. inceptd.; capital \$100,000; E. A. Kelly, C. E. Calloway, G. L. Wallace.

Va., Fort Myer — Laundry.—Chief of Construction Office, Building C, 7th and B Sts., Washington, D. C.; erect laundry and powerhouse; H. C. Ball Construction Co., Gen. Contr., Dist. Natl. Bank Bldg., Washington, D. C. (Lately noted bids until June 28.)

Va., Norfolk—Publishing.—Tribune Corp. chartered; capital \$150,000; J. P. Holland, Prest.; W. H. Holland, Secy.-Treas.

Va., Richmond—Steamship Line.—Richmond-New York Steamship Co. organized; capital \$1,250,000; J. Scott Parrish, W. S. Pinder, H. S. Binswanger.

W. Va., Fairmont—Contracting.—Case Electric Co. inceptd.; capital \$10,000; W. H. Spedden, E. L. Lively, F. K. Everest.

### Miscellaneous Factories.

Ala., Selma — Bottling.—Bludwine Bottling Co. inceptd.; capital \$25,000; H. B. and W. F. Dent, Jr., S. A. Smith.

Fla., Miami — Cigars.—Mallett Cigar Co. inceptd.; capital \$10,000; E. R. and A. L. Mallett, M. M. Borchardt.

Ga., Ashburn—Peanut Shelling Plant.—Harden Seed Co.; rebuild burned peanut shelling plant and storage warehouse; H. N. Morgan, Contr.

Ga., Brunswick — Leather Goods.—Ocean Leather Co., Newark, N. J.; plans establishing branch plant; mfr. leather goods from sharkskin and other large fish.

Ky., Owensboro.—Pure Food Mfg. Co. incorporated; capital \$150,000; Hiram Marksberry, Paul Scherm, S. J. Vance.

La., New Orleans—Paints, etc.—Protective Products Co. inceptd.; capital \$50,000; Chas. C. Bancroft, 2029 Octavia St.; Helen Maher, Jos. C. Hodgrove.

La., Shreveport—Bakery.—Campbell Baking Co., Wynn M. Campbell, Prest., 1100 E. 30th St.; erect 1 and 2-story-and-basement 150x110-ft. building; Fogel Construction Co., Gen. Contr., 619 Reliance Bldg., Kansas City, Mo. (Previously noted erect building.)

Md., Baltimore—Belting.—Republie Belting Co., H. Dankmeyer, 726 W. Pratt St.; remodel plant; Huldreich Egli, Engr., 425 Courtland St., invites bids.

Md., Baltimore—Asphalt.—United States Asphalt Refining Co., East Brooklyn; reconstruct burned tanks, etc., lately noted burned; loss about \$500,000.

Md., Baltimore—Chemicals.—Mutual Chemical Co., Block and Wilson Sts.; erect 200x147-ft. plant addition; Morrow Bros., Contrs., Fidelity Bldg.

Miss., Drew—Drugs.—Drew Drug & Chemical Co. inceptd.; capital \$25,000; J. W. Riddell, Drew; C. D. H. Caulfield, Gloster, Miss.

Mo., Kansas City—Loose-Leaf Binders.—Irv-

ing Pitt Mfg. Co.; erect 6-story-and-basement 132x132-ft. factory building; Smith, Rea & Lovitt, Archts., 602 Finance Bldg.; Jno. Neil, Gen. Contr., 225 Railway Exchange Bldg.

Mo., Mountain Grove—Trousers.—D. M. Oberman Mfg. Co., Jefferson City, Mo.; L. H. Slaughter, Supt., Mountain Grove; build branch factory; erect building; 1 story and basement; 109x50 ft.; brick; \$8000. (Lately noted to erect building.)

Mo., St. Louis—Refinery.—St. Louis Sugar Refining Co. inceptd.; capital \$10,000,000; Wm. O'Keefe, Geo. G. Stiegler, E. E. Aberle.

N. C., Gastonia—Ice-cream.—Colonial Ice-Cream Co., Gaffney, S. C.; establish \$25,000 plant to mf. ice-cream.

N. C., Greensboro—Candy.—Ballance & Co., S. Davie St.; erect 3-story 90x52-ft. factory building; Lanning & Coe, Contrs.

N. C., Greensboro—Shades.—Cunningham Springless Shade Co.; erect \$10,000 factory building; 1-story; brick; composition roof.

N. C., Statesville—Cigarettes.—McElwee-Martin Tobacco Co. inceptd.; \$250,000; J. N. McElwee, Statesville; Jos. L. and Wm. S. Martin; both New York; has building; install mch.; mf. cigarettes; daily capacity 500,000.

Okla., Tulsa—Lubricator.—Tulsa Alomite Lubricator Co. inceptd.; capital \$20,000; Murray S. Northrup, Lou L. Fatcher.

S. C., McCormick—Chemicals.—McCormick Chemical Co. inceptd.; capital \$4000; W. B. Nickles, Jr., Prest.; T. L. Edmunds, Secy.-Treas.

S. C., Spartanburg—Bakery.—Dixie Baking Co.; increased capital from \$10,000 to \$50,000.

Tenn., Memphis—Candy.—Queen Candy Mfg. Co. re-organized; increased capital from \$5000 to \$100,000; Paul Canida, Prest., Savannah, Ga.; Chris Evans, V.-P., Memphis, Tenn.; P. Brous, Secy.-Treas., Philadelphia, Pa.; enlarge plant.

Tenn., Memphis—Bakery.—Iten Biscuit Co., Omaha, Neb.; erect \$500,000 factory building; 8 stories; 456x292 ft.; 146x600 sq. ft. floor space; steel and reinforced concrete; install \$500,000 mch.; 9 reel ovens; daily output 9 carloads finished product; erect separate building for power plant; Jas. Alexander Construction Co., Bldg. Contr. (Lately noted to erect factory building.)

Tex., Dallas—Paper.—Texas Paper Co., 1200 Patterson Ave.; erect building; 4 stories; 250x100 ft.

Tex., Dallas—Batteries.—Southwestern Battery Co. inceptd.; capital \$20,000; Albert Kramer, Max Rothman, F. B. Vonderhoya.

Tex., Houston—Alkaloid.—Columbia Alkaloid Co. inceptd.; capital \$250,000; R. T. Gibbs, R. S. Clower, M. H. Webster.

Tex., Houston—Roller Bit.—Reed Roller Bit Co., Hutchins St.; erect \$15,000 factory addition.

Tex., San Antonio—Optical Goods.—H. L. Noble Optical Co. inceptd.; capital \$15,000; H. L. and Chas. A. Noble, Estelle L. Mechler.

Va., Hopewell—Paper Board.—Hummell & Downing Co., Milwaukee, Wis.; reported to have purchased from E. I. du Pont de Nemours Co. of Wilmington, Del.; power-house, structural steel building and 100 acres land; mf. paper board from Southern pine; used during war to mf. powder.

Va., Norfolk—Uniforms.—Gob's Uniform Co. inceptd.; capital \$25,000; Jas. S. Groves, Prest., Norfolk; Ross C. Wagner, Secy., Portsmouth, Va.

Va., Richmond—Tobacco.—J. P. Taylor; remodel factory building; brick and steel; Francisco & Jacobus, Archts., 511 Fifth Ave.,

New York; A. L. Bass, Gen. Contr., Richmond. (Lately noted remodel factory building.)

W. Va., Charleston—Rubber, etc.—National Rubber & Belting Co. inceptd.; capital \$25,000; Homer Wiseman, E. L. Jarroll, C. M. Dunnavant.

W. Va., Shinnston.—Glass-Paquet Glass Co.; erect \$20,000 plant addition; 120x80 ft.

W. Va., Shinnston—Bottling.—Riley & Riley Bottling Works Co.; erect building; equip to mf. pepsi-cola, etc.

W. Va., Shinnston—Glass.—Marrion Glass Co.; enlarge plant; erect 100x40-ft. addition; install mch.; total cost \$8000.

W. Va., Shinnston—Pepsi-Cola.—Shinnston Pepsi-Cola Bottling Works inceptd.; capital \$25,000; Peter Argone, Tony and Pasquella Pillar.

### Motor Cars, Garages, Tires, Etc.

Ala., Bessemer—Automobiles.—Edwards Motor Co.; remodel building; plate-glass front; display-room.

Ala., Mobile—Automobiles.—Adams Machinery & Mfg. Co., L. G. Adams, Gen. Mgr.; erect building for garage and salesrooms; 66,000 sq. ft. floor space; reinforced concrete foundation, frame, floors and roof; brick walls; hollow tile interior partitions; first floor windows, plate glass; second and third floor windows, Fenestra sash and factory-ribbed glass; iron and marble stairs to mezzanine floor; changed name to Adams Motor Co.; increased capital from \$30,000 to \$130,000.

D. C., Washington—Service Station.—Lambert Hudson Motors Co., care of W. E. Lambert, 1212 Connecticut Ave. N. W.; erect service station; 3 stories; 130x130 ft.; preparing plans.

Fla., Daytona Beach—Tires.—Triple Cities Tire & Accessory Co. inceptd.; capital \$10,000; Wade H. Reed, M. Moffett, G. H. Holland.

Fla., Kissimmee—Automobiles.—Kissimmee Auto. Co. inceptd.; capital \$10,000; L. B. Fort, Prest., Orlando; L. H. Ingram, Secy.-Treas., Kissimmee; has building.

Fla., Orlando—Automobile Tires.—Butt-Landstreet, Inc., organized; Nixon Butt, Prest.; A. F. Landstreet, V.-P.; Mrs. A. F. Landstreet, Secy.; Mrs. Nixon Butt, Treas.; erect fireproof building; 80x1000 ft.; E. R. Feagin, Contr. (Lately noted inceptd., capital \$50,000.)

Ga., Summerville—Garage.—Espy Allen Motor Co., Geo. D. Espy, Mgr.; erect \$20,000 garage; 80x120 ft.; fireproof; install garage machinery, rectifier and electric motor. (See Machinery Wanted—Garage Machinery; Rectifier; Motors.)

La., Shreveport (P. O. New Orleans).—Rex Motor Co., 628 Cravier St., New Orleans; erect automobile building; 1 story; R. D. Soule, Archt., 429 Coronet St., New Orleans.

Md., Baltimore—Garage.—Hosea M. Dinsmore, 915 S. Lakewood Ave.; erect 50 garages; construction by owner; contemplated.

Md., Baltimore—Garage.—Jos. H. Sneeringer; erect garage; 1 story; 46x198 ft.; C. K. Wells, Contr., 2919 Guilford Ave.

Md., Baltimore—Motors, etc.—Baltimore Motor & Tire Co. inceptd.; merges Baltimore Motor Tires & Accessories Co. and Linthicum Tire & Rubber Co.; Charles P. Hammond, 22 S. Charles St.; Charles M. and Garland Linthicum.

Miss., Quitman—Garage.—Jno. S. Dobbs; erect garage; 90x130 ft.; concrete; Dunn & Green, Contrs., Bude, Miss.

Mo., Kansas City—Tractor Assembling.—Ford Motor Co. (main office, Detroit, Mich.), Peter F. Minnock, Local Mgr.; erect tractor assembling plant; about 200,000 sq. ft. floor space; addition to present works.

Mo., Kansas City—Automobiles.—D. G. Robertson, Marshall, Mo.; erect sales building; 2 stories and basement; 49x115 ft.; Harvey Stiver, Contr., 402 Shukert Bldg., Kansas City, Mo.

N. C., Albemarle—Automobiles.—Stanley Automobile Co. inceptd.; capital \$26,000; C. R. Bolick, A. C. Heath, P. O. Skidmore.

Mo., Sikeston—Automobiles.—Bess Motor Car Co.; rebuild garage.

N. C., Charlotte—Tractors.—Cole Tractor Co., 7 E. 4th St., organized; E. A. Cole, Prest.-Treas.; Allen Byrd, V.-P.-Gen. Mgr.; J. L. McClintock, Secy.-Asst. Treas.

N. C., Charlotte—Automobiles.—Cook-Drum Motor Co. inceptd.; capital \$25,000; T. R. Drum, I. M. Cook, E. B. Hardin.

Tex., Beaumont—Automobiles.—Lauderdale-Swain Motor Co. inceptd.; capital \$20,000; C. W. Lauderdale, G. W. Swain, R. W. Ford.

Tex., Dallas—Automobiles.—Wm. Morris; erect \$40,000 automobile building; 3 stories; 13,000 ft. floor space; brick; concrete floors; metal sashes; Hedrick Construction Co., Contractor.

Tex., Dallas—Garage.—Dallas Railway Co.; erect garage and warehouse; \$232,000.

Tex., Dallas—Automobiles.—Arlington Sales Co. inceptd.; capital \$15,000; A. W. Vinton, J. H. Harrison, S. C. Chessman.

Tex., Dallas—Automobiles.—Allard-Harper Automobile Co. inceptd.; capital \$7000; R. B. Allard, E. T. Harper, H. S. Allard.

Tex., Goose Creek—Motors.—Goose Creek Motor Co. inceptd.; capital \$5000; W. E. Bussey, G. A. Lillie, C. W. Smith.

Tex., Houston—Automobiles.—Jones Motor Co., 810 Louisiana St., organized; capital \$50,000; M. Tilford Jones, V.-P. and Gen. Mgr.; C. G. Moffat, Gen. Sales Mgr.

Va., Richmond—Garage.—Advance Realty Co., Governor St.; erect automobile sales and garage building; 2 stories; 120x120 ft.; E. H. Armentrout, Contr., 1809 T St. (Lately noted.)

Va., Richmond—Garages.—E. L. Frost and S. T. Beveridge, 1318 E. Cary St.; erect garages; 1½ stories; 120x140 ft.; E. L. Bass & Bros., Contrs., 708 Bainbridge St.; H. T. Barnham, Archt., Chamber of Commerce Bldg. (Supersedes previous item.)

W. Va., Beckley—Automobiles.—Black Diamond Co. organized; W. W. Koerner, Prest.-Mgr.; J. G. Duval, Secy.-Treas.; erect building; 60x100 ft.; brick and steel; \$25,000; E. F. Cooper, Contr. (Lately noted inceptd., capital \$75,000.)

W. Va., Fairmont—Garage.—L. Snyder; erect \$25,000 garage.

W. Va., North Fork—Garage.—Community Garage Co. inceptd.; capital \$50,000; Sidney S. McNeil, Wm. P. Brewer.

W. Va., Wheeling—Garage.—J. W. Beltz & Sons Co.; erect \$10,000 garage; 2 stories; 150x75 ft.; brick.

### Railway Shops, Terminals, Roundhouses, Etc.

Miss., Amory.—St. Louis-San Francisco R. R., F. G. Jonah, Ch. Engr., St. Louis, Mo.; erect \$44,000 roundhouse addition; Jarrett Construction Co., Contr., Springfield, Mo.

Okla., Oklahoma City.—St. Louis-San Francisco R. R., F. G. Jonah, Ch. Engr., St. Louis, Mo.; erect \$57,000 roundhouse addition; Globe Construction Co., Contr., St. Louis, Mo. (Lately noted.)

### Road and Street Construction.

Ala., Anniston.—City, J. L. Wike, Mayor; pave Noble and Fifteenth Sts.; \$133,851.34; J.

F. Morgan Paving Co., Contr., Birmingham, Ala. (Supersedes recent item.)

Ala., Birmingham.—City Comsn.; pave sidewalks and gutters, \$15,000; pave 32d St., asphaltic concrete, \$9500; pave Cotton Ave., asphaltic concrete, \$5100; Julian Kendrick, City Engr.

Ala., Dothan.—City. R. W. Lisenby, Clk.; construct 8912 sq. yds. paving and 192 lin. ft. stone headers; brick, bitulithic, asphalt, wood blocks, vibrolithic or concrete; bids until Aug. 23. (See Machinery Wanted—Paving.)

Ala., Scottsboro.—Town; construct 150,000 sq. ft. sidewalk; L. J. Bredd, Contr., Huntsville, Ala.; J. G. Woodall, Engr., Scottsboro. (Lately noted inviting bids.)

Ala., Talladega.—State Highway Comsn., Birmingham, Ala.; construct 22 mi. roadway in Talladega County; \$250,000.

Ark., Hot Springs.—Garland County Commissioners, Road Improvement Dist. 4, Charley Allison, Secy.; construct 1.78 mi. bituminous macadam surface and 7.02 mi. gravel surface road; 18,800 sq. yds. bituminous macadam surface; 11,336 cu. yds. gravel surface; bids until Aug. 18; Grover C. Smith, Engr. (See Machinery Wanted—Road Construction.)

Fla., Fort Myers.—Lee County Comms., W. S. Turner, Chrmn.; grade and hard-surface 6 mi. road in Special Road and Bridge Dist. 4; local shell; bids until Aug. 9; R. P. Ransom, County Engr. (See Machinery Wanted—Road Construction.)

Fla., Marianna.—City; pave streets; Kennedy Construction Co., Contr., Quincy, Fla.; J. B. McCrary Co., Engr., Atlanta, Ga. (Previously noted inviting bids.)

Fla., Miami.—Bay View Estate Corp., G. F. Willis, V.-P., Atlanta, Ga.; lay sidewalks and streets; develop subdivision. (See Land Development.)

Fla., Miami Beach.—Miami Beach Improvement Co.; pave Pine Tree Drive; 2 mi.; rock with oiled surface.

Fla., Miami.—City; construct 5 mi. asphalt and macadam paving; bids opened; vote Aug. 14 on \$160,000 bonds. Address The Mayor.

Fla., Green Cove Springs.—Clay County, Special Road and Bridge Dist.; construct gravel roads and pave 13 mi. road; contract let; C. M. Rogers, Const. Engr., Daytona, Fla.

Fla., Haines City.—City; pave streets; asphalt blocks, with concrete curb; storm sewers; \$140,000; voted \$60,000 bonds; McElroy Engineering Co., Engr., Tampa, Fla.

Ga., Elberton.—State Highway Dept., Atlanta, Ga.; construct 8 mi. Toccoa-Washington road in Elbert County; Project 155; \$60,000.

Ga., Greensboro.—City; pave streets; \$4000 bonds. Address The Mayor.

Ga., Griffin.—Spalding County Comms., Roads and Revenues, J. E. Wallace, Chrmn.; construct 4.9 mi. paved road between Griffin and Jackson Road; State-aid Project S116-2; \$126,000; Reese & Waldrup Construction Co., Contr., Augusta, Ga. (Lately noted inviting bids.)

Ga., Monroe.—State Highway Dept., Atlanta, Ga.; construct 7.13 mi. Monroe-Wilder road in Walton County; \$59,316.98; Project No. 116.

Ga., Winder.—State Highway Dept., Atlanta, Ga.; construct 7.13 mi. Monroe-Wilder road in Walton County; \$59,316.98; Project No. 116.

Ky., Bardwell.—Carlisle County Comms.; improve roads; vote on \$350,000 bonds.

Ky., Benton.—Marshall County Comms.; improve roads; vote on \$350,000 bonds; contemplated.

Ky., Brooksville.—Bracken County Comms., E. E. Pfanzstall, Judge; pave roads; contract to Godfrey & Miller and Mills & Connelly; both Vidalia, Ky.

Ky., Clinton.—Hickman County Comms.; improve roads; vote on \$400,000 bonds.

Ky., Harrodsburg.—State Highway Dept., J. S. Boggs, Commr., Frankfort, Ky.; grade and pave roads in Mercer County; Wm. Sutes & Co., Contrs., Lexington, Ky.

Ky., Hickman.—Fulton County Comms.; improve roads; vote on \$400,000 bonds.

Ky., Mayfield.—Graves County Comms.; improve roads; vote in November on \$800,000 bonds; contemplated.

La., Alexandria.—Rapides Parish Police Jury, J. F. Ball, Prest.; grade 12 mi. model road; bridges; culverts; bids until Aug. 9; Ira W. Sylvester, Engr. (See Machinery Wanted—Road Construction.)

La., Bogalusa.—City Comsn.; construct 70,746 sq. yds. pavement; 34,767 lin. ft. combination curb and gutter; bids until Aug. 30; J. W. Billingsley, Const. Engr., 700 Interstate Bank Bldg., New Orleans, La. (See Machinery Wanted—Paving.)

La., Covington.—Highway Dept., Board State Engrs., 332 Maison Blanche Bldg. Annex, New Orleans, La.; construct 8.35 mi. Covington-Hammond Rd., Section A; 12.51 mi. Covington-Slidl Rd., Section C; 13.10 mi. Covington-Slidl Rd., Section D; 5.93 mi. Slidl-Pearl River Rd., Section E; St. Tammany Parish; bids until Aug. 23; Duncan Buie, State Highway Engr., New Orleans, La. (See Machinery Wanted—Road Construction.)

La., Marksville.—Avoyelles Highway Comsn., Emil Regard, Chrmn.; grade and construct reinforced cement-concrete drainage structures on 1 4/10 mi. Grande-Ecore Highway and .75 mi. Dyke Highway; bids until Aug. 23; W. E. Atkinson, Parish Engr. (See Machinery Wanted—Road Construction.)

La., Marksville.—Highway Dept., Board State Engrs., 332 Maison Blanche Annex, New Orleans, La.; construct 13.37 mi. Marksville-Alexandria Rd., Section A; 11.79 mi. Marksville-Melville Rd., Section C; bids until Aug. 23; Duncan Buie, State Highway Engr., New Orleans, La. (See Machinery Wanted—Road Construction.)

La., New Iberia.—Iberia Parish Police Jury, I. C. Girard, Prest.; elections Aug. 31 as follows: Dist. 1, \$90,000 bonds; Dist. 2, \$115,000 bonds; Dist. 3, \$85,000 bonds; Dist. 5, \$65,000 bonds; Dist. 6, \$110,000 bonds; Dist. 7, \$190,000 bonds; Dist. 8, \$100,000 bonds.

Md., Baltimore.—City, R. Keith Compton, Chrmn. Paving Comms., 214 E. Lexington St.; awarded paving contracts: S. M. Latham & Co., Pulaski St. and Harlem Ave., pave streets in Contract 172; Baltimore Asphalt Block & Tile Co., 1320 N. Monroe St., streets in Contract 173. (Lately noted inviting bids.)

Md., Emmitsburg.—Town; pave W. Main St.; vote on \$7500 bonds. Address The Mayor.

Md., Mt. Rainier.—Town; pave streets and sidewalks; issue \$50,000 bonds. Address The Mayor.

Miss., Biloxi.—City Comms., W. H. Hunt, Commr. Public Works; construct 7 mi. street pavement; bitulithic, brick, sheet asphalt, asphaltic concrete, penetration, asphaltic concrete, mixed, tarva macadam, concrete pavement; water mains; sewer connections; seawall and shore protection along Beach Front; bids until Aug. 16; Massena L. Culley, Engr., Jackson, Miss. (See Machinery Wanted—Paving, etc.)

Miss., Magnolia.—Pike County Supvrs.; awarded road contracts: I. W. Ball, grade and gravel 13 mi. road in First Dist.; C. S. Gilchrist, hard-surfaced roads in Second and Fifth Dists.

Miss., Oxford.—Lafayette County Comms.; construct roads in Fourth Supvrs. Dist. or

Burgess Separate Road Dist.; vote Aug. 10 on bonds.

Mo., Frederick.—State Roads Comsn., 601 Garrett Bldg., Baltimore; construct .32 mi. E. Patrick St.; Frederick County, Contract F-37; bids opened Aug. 9. (See Machinery Wanted—Road Construction.)

Mo., Sikeston.—Board Local Improvements; improve streets; bids opened Aug. 2; W. S. Murray, Engr., City Bank Bldg.

Mo., St. Joseph.—Buchanan County Commissioners; construct 20.02 mi. one-course cement-concrete road; \$1,006,615; bids until Aug. 20; J. D. Mohler, Engr. (See Machinery Wanted—Road Construction.)

N. C., Bakersville.—State Highway Comsn., Div. Office, Asheville, N. C.; construct 4.97 mi. Western North Carolina-Eastern Tennessee-Southwest Virginia Highway, connecting Spruce Pine with Yancey County line; Mitchell County; Project 94-B; 20-ft. roadway, with 9-ft. asphalt penetration surface; bids until Aug. 10. (See Machinery Wanted—Road Construction.)

N. C., Belmont.—City; pave Main St.; \$50,000; Simmons Construction Co., Contr., Charlotte, N. C. (Lately noted.)

N. C., Boone.—State Highway Comsn., Div. Office, Asheville, N. C.; construct 8.95 mi. gravel road in Watauga County on Boone Trail; 22-ft. grade and 16-ft. surface; Project 41; bids until Aug. 10. (See Machinery Wanted—Road Construction.)

N. C., Burnsville.—State Highway Comsn., Div. Office, Asheville, N. C.; construct 2.946 mi. gravel road in Yancey County; Project 96; bids until Aug. 10. (See Machinery Wanted—Road Construction.)

N. C., Marshall.—State Highway Comsn., Div. Office, Asheville, N. C.; construct .458 mi. Dixie Highway in Madison County; graded road 22 ft. wide, with 16-ft. gravel surface; Project 107; bids until Aug. 10. (See Machinery Wanted—Road Construction.)

N. C., Newland.—State Highway Comsn., Div. Office, Asheville, N. C.; construct 7 mi. Western North Carolina-Eastern Tennessee-Southwest Virginia Highway between Cranberry and Plumtree; 20 ft. graded road, with waterbound macadam surface, 16 ft. wide; Project 100B, Avery County; bids until Aug. 10. Will let contract for 7 additional miles. (See Machinery Wanted—Road Construction.)

N. C., Rutherfordton.—State Highway Commission, Div. Office, Asheville, N. C.; construct 10.255 mi. section Asheville-Charlotte-Wilmington Highway between Forest City and Green Hill; Rutherford County; 28 ft. graded, with 16-ft. surface; Project 78-B; bids until Aug. 10. (See Machinery Wanted—Road Construction.)

N. C., Salisbury.—North Carolina State Highway Comsn., Div. Office, Greensboro, N. C.; awarded road contracts: W. E. Graham, Mt. Ulla, N. C., \$42,046.30, 6 1/4 mi. topsoil road in Rowan County, Project 57; R. M. Hudson, Salisbury, N. C., 3/4 mi. road, Warrenite. (Lately noted inviting bids.)

N. C., Waynesville.—State Highway Comsn., Div. Office, Asheville, N. C.; construct 6.177 mi. road between Waynesville and Jackson County line; Haywood County; Project 66; bids until Aug. 10. (See Machinery Wanted—Road Construction.)

Okla., Comanche.—City; pave streets; improve water-works and lighting system; E. T. Archer & Co., Engrs., 609 New England Bldg., Kansas City, Mo.

Okla., Muskogee.—Muskogee County Commissioners; construct roads in Moore Township; bridges; voted \$75,000 bonds.

Okla., Stigler.—Haskell County Comms.; construct roads in Moore Township; gravel;

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.



bridges; voted \$75,000 bonds. (Lately noted to vote.)

S. C., Abbeville.—Abbeville County, H. B. Humbert, Engr., construct 20 mi. topsoil road surface; cost \$140,000.

S. C., Charleston.—Bureau Yards and Docks, Navy Dept., Washington, D. C.; grade, drain and resurface roads; concrete; W. T. Hadlow, Contr., 15 Baldwin Bldg., Jacksonville, Fla.

S. C., Columbia.—Richland County Permanent Roads Comsn., 1202½ Main St.; construct 5 mi. Two Notch Road; 46,039 sq. yds. surfacing; 478 lin. ft. 18, 24 and 30-in. vitrified clay pipe culvert; 24,733 cu. yds. excavation; cement concrete, asphalt concrete on cement concrete or roll stone base or sheet asphalt on cement concrete base; bids until Aug. 19. (See Machinery Wanted—Road Construction.)

S. C., Columbia.—City, F. C. Wyse, City Engr.; pave Main St. from Scott St. to northern city limits; 19,000 sq. yds. roadway; 6100 sq. yds. sidewalk; 3000 cu. yds. excavation; brick, bitulithic or sheet asphalt on concrete base, or plain concrete paving; bids until Aug. 24. (See Machinery Wanted—Paving.)

Tenn., Charlotte.—State Dept. Highways, Nashville, Tenn.; construct grading and drainage structures on 9.94 mi. State Highway 3 between Cheatham County line and Burns, Dickson County; bids until Aug. 20; W. P. Moore, Ch. Engr., Nashville, Tenn. (See Machinery Wanted—Road Construction.)

Tenn., Dresden.—State Dept. Highways, Nashville, Tenn.; construct grading and drainage structures under 20-ft. span on 14.54 mi. State Highway 36 between McKenzie and Dresden; bids until Aug. 20; W. P. Moore, Ch. Engr., Nashville, Tenn. (See Machinery Wanted—Road Construction.)

Tenn., Murfreesboro.—Dept. Highways, Nashville, Tenn.; construct 16.304 mi. State Highway 7 between Davidson County line and Murfreesboro in Rutherford County; 191,311 sq. yds. bituminous macadam penetration; bids until Aug. 20; W. P. Moore, Ch. Engr., Nashville, Tenn. (See Machinery Wanted—Road Construction.)

Tenn., Selmer.—McNairy County Comms.; construct roads; \$600,000; Evans & Meade, Contrs., Florence, Ala.

Tex., Amarillo.—Potter County, R. C. Johnson, Judge; construct 24.7 mi. highway; 20-ft. width, gravel base; 18-ft. width, with 2-in. topping of bituminous concrete or rock asphalt; State Highways 5, 13 and 33; bids until Aug. 20. (See Machinery Wanted—Road Construction.)

Tex., Belton.—Creek Improvements.—City; clear Nolan Creek; vote Aug. 17 on bonds. Address The Mayor.

Tex., Coleman.—Coleman County Comms.; improve Highway No. 23; W. E. Dickerson, Engr.

Tex., Dallas.—City Comms.; pave Kentucky St.; \$62,148.37; Uvalde Paving Co., Contr.

Tex., El Paso.—City, R. C. Semple, Acting Mayor; plans vote in fall on \$1,000,000 bonds for street, sewer and water-works improvements.

Tex., El Paso.—City, R. C. Semple, Acting Mayor; construct pavement on Louisville St.; bids until Aug. 5. (See Machinery Wanted—Paving.)

Tex., Georgetown.—Williamson County, H. A. Hodges, Auditor; grade 8.5 mi. Georgetown-Lampasas Rd.; bids opened Aug. 3; R. A. Nichols, Highway Engr. (See Machinery Wanted—Road Construction.)

Tex., Groesbeck.—Limestone County, J. E. Bradley, Judge; construct 23.87 mi. Highway 4; bids until Aug. 10; Fred P. Holt, County

Engr. (See Machinery Wanted—Road Construction.)

Tex., Palestine.—City, A. L. Bowers, Mayor; construct 109,000 sq. yds. pavement; bids until Aug. 6. (See Machinery Wanted—Paving.)

Tex., San Antonio.—City Comms.; pave 23 streets; bids until Aug. 2.

Va., Richmond.—City; awarded road and street contracts: K. L. Black & Co., grading road to Fulton School; Hankins & George, pave road to Fulton School, granite spalls; total cost \$15,000; H. L. Driscoll & Son, \$1934, pave Dock St., granite spalls.

Va., Roanoke.—City Comsn.; improve streets; \$27,154; build street from Virginia Rwy. to Roanoke River; \$22,300.

W. Va., Berkeley Springs.—Morgan County Comms.; construct 7400 sq. yds. cement concrete on Berkeley Springs-Hancock road; width 16 ft.; Sims & Torrington, Contrs. (Lately noted inviting bids.)

W. Va., Beckley.—Raleigh County Comms.; grade and drain roads; Higgins Construction Co., Contr.; H. R. Anderson, Engr. (Previously noted inviting bids.)

W. Va., Charleston.—Kanawha County, L. C. Massey, Clk.; construct 14.3 mi. road from south side Kanawha River, London Dist., to Montgomery; Sections 4, 5 and 6; 10.6 mi. from Hansford to Whitaker; Sections 6, 9 and 10; 9 mi. from Cabin Creek Junction to Leewood; Sections 11, 12 and 13; bids until Aug. 14. (See Machinery Wanted—Road Construction.)

W. Va., Moundsville.—City, L. L. Stidger, Clk.; pave Tomlinson Ave.; vitrified brick; bids opened Aug. 9. (See Machinery Wanted—Paving.)

W. Va., Moundsville.—Marshall County Commissioners, J. E. Chase, Clk.; grade 3 mi. Cameron-Poplar Springs road; \$36,304; contract let. (Lately noted inviting bids.)

W. Va., Moundsville.—Marshall County Comms.; construct 6 mi. concrete and brick road; \$234,000 available; N. M. Leigh, Contr., Fairmont, W. Va.; R. C. Yoho, Engr., Cameron, W. Va. (Supersedes recent item.)

W. Va., Ripley.—Jackson County Comms.; construct hard-surface road in Union Dist.; part Charleston-Columbus highway; voted \$90,000 bonds.

W. Va., Ripley, Jackson County Comms.; construct roads in Union Dist.; voted \$90,000 bonds.

W. Va., Webster Springs.—Webster County Comms.; construct, grade and drain 3.3 mi. in Fork Lick Dist.; 80,000 cu. yds. excavation; bids until Aug. 24; Jack W. Hancock, County Road Engr. (See Machinery Wanted—Road Construction.)

W. Va., Winfield.—Putnam County Comms.; grade and drain 2 mi. road in Union Dist.; \$28,065; J. O. McDermitt, Contr., Ambrosia, W. Va. (Previously noted.)

### Sewer Construction.

Ga., Greensboro.—City; extend sewer system; \$8000 bonds. Address The Mayor.

Okla., Grandfield.—City; extend sewer system; \$10,000 bonds. Address The Mayor.

Miss., Kosciusko.—City School Trustees, E. L. Ray, Prest.; install sewage-disposal plant in school building; bids until Aug. 2; Bem Price, Archt., 1420 Jefferson County Bank Bldg., Birmingham, Ala. (See Machinery Wanted—Sewage-disposal Plant.)

N. C., East Spencer.—Town; construct 7 mi. sewer mains; plans \$75,000 bonds; J. B. McCrary Co., Engr., Atlanta, Ga. (Supersedes recent item.)

Okla., Ponca City.—City; construct storm sewers; vote Aug. 3 on \$30,000 bonds. Address

The Mayor. (Previously noted vote Apr. 6 on \$50,000 bonds.)

S. C., Bennettsville.—Town, T. C. Crossland, Mayor; construct ¾ mi. storm sewers; bids until Aug. 16; Harwood Beebe, Engr., Spartansburg, S. C. (See Machinery Wanted—Sewers.)

Tex., Dallas.—City; construct Peak's branch sewer; \$7475; Cramer & Cullom, Contrs.

Tex., Dallas.—City; construct sewer in Kentucky St., from Willow to Smith Sts.; \$7450.50; invites bids. Address The Mayor.

Tex., El Paso.—City, R. C. Semple, Acting Mayor; plans vote in fall on \$1,000,000 bonds for sewer, water-works and street improvements.

Va., Richmond.—City; construct sewer; \$3860; Chas. E. Bolling, Director Public Works.

### Shipbuilding Plants.

Ala., Mobile.—Repairing.—Kelly Drydock & Shipbuilding Co., Conti and Commerce Sts.; install machine shop for general repairs to ocean steamers. (See Machinery Wanted—Compressors; Boilers; Engines; Machine Tools.)

S. C., Charleston.—Dry Dock.—Navy Dept., Washington, D. C.; authorized construction of dry dock at Charleston Navy-yard; concrete; cut granite for caisson seats; install three 54-in. centrifugal pumps and 50-ton crane on 30-ft. railway track; accommodate vessels of 1000 ft. maximum length; estimated total cost \$4,000,000; construction of pump well section by day labor; Commander G. S. Butrell, Corps of Navy Engrs., Charleston, in charge. (Previously noted.)

### Telephone Systems.

Ga., Savannah.—Southern Bell Telephone & Telegraph Co., Atlanta; erect exchange building.

La., Lafayette.—Western Union Telegraph Co.; leased building; remodel for district relay station; \$25,000.

### Textile Mills.

Ga., Cartersville.—Knit Underwear.—Pyramid Mills, Jos. S. Calhoun, Mgr.; increased capital from \$60,000 to \$100,000. (Lately noted inptd. and to enlarge established plant.)

Ky., Paducah.—Hosiery.—Preister Hosiery Mills; erect 2-story and basement addition; brick; D. Harry Jamieson, Archt.; bids until Aug. 10.

La., New Orleans.—Cotton Products.—Magnolia Textile Corp. organized; office, 1224 St. Thomas St.; capital \$3,000,000; Harris Hyman, Prest.; W. Loeber Dandau, V.-P.; A. K. Landau, Treas.; all New Orleans; H. N. Strauss, Secy., Chicago, Ill.; consolidate Orleans Cotton Mills, New Orleans (mfr. yarns, such as insulation for electric wires, materials for belting, etc.); Magnolia Cotton Mills, Magnolia, Miss. (mfr. dress goods), and Moorehead Cotton Mills, Moorehead, Miss. (mfr. coarse cotton for bags); erect warehouse at Orleans mills; 3 mills have combined annual output 6,000,000 lbs. cotton.

Md., Hagerstown.—Hosiery.—Howard Hosiery Mill, H. E. Stamm, Propr., S. Jonathan St.; erect 2-story 104x40-ft. mill building; Fred C. Mack, Archt., Negley Bldg. (Lately noted rebuild burned plant.)

N. C., Winston-Salem.—Ribbed Underwear.—Maline Mills Co.; increase capital from \$100,000 to \$1,000,000.

Tenn., Knoxville.—Boys' Hosiery.—Holston Mfg. Co., F. A. Weiss, Prest., Lenoir City, Tenn.; establish mill; erect 2 buildings; 2-

story and 1-story; each 200x80 ft.; install dye plant; construct 50 employes' houses; 100-acre site; Lockwood, Greene & Co., Engrs., 101 Park Ave., New York; preparing plans. (Lately noted.)

Tex., San Antonio—Cotton Products.—San Antonio Cotton Mills Incptd.; capital \$500,000; J. O. Chapman, E. A. Du Bose, Harry H. Rogers.

Va., Hampton—Hosiery.—Jas. Grant. Phoenix, Va.; erect 1-story mill building; R. V. Richardson, Gen. Contr., Hampton.

### Water-Works.

Ga., Fort Screven.—Construction Division, R. C. Marshall, Jr., 7th and B Sts.; install water supply; Gadsden Contracting Co., Contr., Savannah, Ga.

Ga., Greensboro.—City; extend water-works; \$25,000 bonds. Address The Mayor.

Ga., McDonough.—City, J. E. Hooten, Mayor; extend water-works; \$7000; install deep-well pump; electric power; Hamilton & Sullivan, Gen. Contrs., Bremen, Ga. (Lately noted voted \$7000 bonds. (See Machinery Wanted—Pump.)

Ky., Hopkinsville.—City will grant franchise for water system. Address The Mayor.

Mo., Carthage.—City, J. A. Carter, Mayor; improve and extend water and light systems; lay 2 mi. water mains; install new well. (Lately noted voted \$150,000 bonds.)

Mo., Fayette.—City, Thos. R. Moore, Clk.; extend mains; construct reservoir; \$70,000; bids until Aug. 12; Johnson & Benham, Const., Engrs., Firestone Bldg., Kansas City, Mo. Supersedes recent item. (See Machinery Wanted—Water-works.)

Okla., Comanche.—City; improve water-works and lighting plant; pave streets; E. T. Archer & Co., Engrs., 609 New England Bldg., Kansas City, Mo.

Okla., Oklahoma City.—City Commrs.; construct concrete chimney at pumping station; \$4150; General Concrete Construction Co., Contr., Chicago, Ill.

Tex., El Paso.—City, R. C. Semple, Acting Mayor; plans vote in fall on \$1,000,000 bonds for water-works, sewer and street improvements.

Va., Bedford.—Town, A. J. Cauthern, Mayor; improve water-works; construct brick and concrete filter building, concrete coagulating basin, steel tower and tank; install electrical-driven pump, piping, etc.; bids until Aug. 10; Dehl & Vance, Const. Engrs., Norfolk, Va. (See Machinery Wanted—Water Works.)

W. Va., Shinnston—Silk.—Ridgie Silk Co., J. H. Nuzum, Prest., Clarksburg, W. Va.; erect 2-story brick building; equip for throwing silk. (Lately noted organized, capital \$150,000.)

### Woodworking Plants.

N. C., High Point — Veneer. — Raymond Veneer Co. Incptd.; capital \$125,000; Harry Raymond, R. B. Terry; both High Point; C. H. Thompson, Philadelphia, Pa.

N. C., Mebane—Bedroom Furniture.—White Furniture Co., W. E. White, Prest.; contemplate plant improvements; install motors, etc. (See Machinery Wanted—Motors; Woodworking Equipment.)

S. C., Denmark—Veneer.—Denmark Veneer Co., T. C. Cox, Secy.-Treas.-Mgr.; erect \$2000 building; ordinary construction; purchased lathes, clipper, sawmill rip and cut-off saws; mfr. thin oak, poplar and gum veneer; D. C. Easterling, Contr., Denmark. (Lately noted organized to erect plant.)

Tenn., Brownsville — Chair Stock. — T. A. Freeman; rebuild burned chair-stock factory.

Tenn., Nashville—Handles.—Turner, Day & Woolworth, Louisville, Ky.; erect \$250,000 plant to mfr. handles and \$175,000 warehouse.

Tex., Houston—Wagons.—Horton & Horton, McKinney Ave.; rebuild burned wagon shop unit; loss \$30,000.

Tex., Lufkin—Crates.—Southern Crate & Box Co.; erect 2-story frame building and 70x110-ft. brick boiler-room; R. B. Shearer, Contr.

Va., Richmond—Piano.—A. J. Craft Piano Co., 218 N. 2d St.; alter 2-story factory building; brick; plans drawn.

W. Va., Huntington—Phonographs.—Charles C. Broskie Phonograph Co., Charles C. Broskie, Prest.; erect plant; 60x325-ft. site; 2 stories; brick; \$100,000.

### Fire Damage.

Ark., Camp Pike.—Camp hospital; \$20,000; Gen. Lewis, Commanding Officer.

Ala., Lowndesboro.—Mrs. L. H. McCurdy's residence; loss \$20,000.

Ark., Little Rock.—Five units of Camp Pike Hospital; loss \$20,000.

Ga., Summerville.—Espy-Allen Motor Co.'s garage; loss \$18,000.

Ky., Frankfort.—Thos. D. Stivers' residence, St. John's pike.

La., Monroe.—Dancing pavilion and concession stands at municipal natatorium; loss \$25,000 to \$30,000. Address The Mayor.

La., Monroe.—Pavilion, dance hall and concession stands at municipal natatorium. Address Commr. A. V. Miller.

La., New Orleans.—Appalachian Corporation's warehouse unit; loss on building \$400,000.

Mo., Clayton.—Judge Moses B. Gruensfelder, 610 Merance Ave.; residence. Bonhomme and Olive St. roads; loss \$25,000.

Mo., Kansas City.—Film Exchange Bldg., 17th and Main Sts., A. S. Cole, Asst. Mgr.

Mo., Platte City.—Francis M. Wilson's residence.

Mo., Sikeston.—American Hotel and other buildings.

Mo., Sikeston.—Bess Motor Car Co.'s garage.

Mo., St. Louis.—Venti-Seat Corp.'s plant, 3005 Salina St.; building owned by Charles Lecoutour, 4162 Flora Blvd.; loss \$40,000.

Okla., Grandfield.—W. Kemp Perry's residence; loss, \$15,000.

S. C., Sumter.—Sumter Steam Laundry, S. Washington St.

S. C., Greenwood. — W. B. Langley's residence.

S. C., McCormick.—Jno. Cheatham, L. N. Brown's and J. B. Harmon's residences.

Tenn., Brownsville.—T. A. Freeman's chair-stock factory.

Tenn., Jackson. — S. E. Wilson's building, Main and Shannon Sts.; loss \$15,000.

Tenn., Memphis.—Moore & McFerrin's saw-mill warehouse, foot of Henry St.; Claude H. Moore, Mgr.

Tenn., Purdy.—W. G. Cobb's store.

Tex., Boyd.—G. W. Bishop's sawmill; loss \$25,000.

Tex., Cisco.—Home, Sweet Home Cafe; Huey Bldg., occupied by Cowen Insurance Co. and Pure Oil Co.; \$20,000.

Tex., Desdemona.—First National Bank Bldg. and other structures.

Tex., Fort Worth.—Rountree Sanitarium, Arlington Heights, Geo. F. Carter, owner; loss \$10,000.

Tex., Houston.—Horton & Horton's wagon shop unit, McKinney Ave.; loss \$30,000.

Tex., Lott.—James Rogers' residence.

Tex., Memphis.—Texas Gas & Electric Co.'s plant; loss \$75,000.

Tex., Port O'Connor.—Atlas Fish & Oyster Co.'s storage-room and office; loss \$3000.

Tex., San Antonio.—Southern Grain & Seed Co.'s 2 warehouses; loss \$40,000.

Tex., San Marcos.—S. J. Pyland's black-smith shop; loss \$10,000.

Tex., Vernon.—Robinson & Trig's dry goods store; loss \$50,000.

Va., Norfolk.—Building at 217-19 Monticello Ave., occupied by S. D. Scott & Co., Tiplady & Hodges Auto Repair Shop and Southern Repair Co.; loss \$30,000.

## BUILDING NEWS

### EXPLANATORY.

Buildings costing less than \$10,000 not covered in these reports.

## BUILDINGS PROPOSED

### Apartment-Houses.

Fla., Clearwater.—C. H. Brush; erect 2-story apartment-house; Turner St.; 4 six-room apartments.

Ga., Americus.—W. J. Thornton; erect duplex apartment-house and double garage. Hampton St.

Tex., Dallas.—Wm. M. Garrett; erect \$10,000 apartment-house, 4196 Colonial Ave.; 4 apartments.

Tex., Houston.—Jas. H. Edmonds Co., 1403 Gray Ave.; erect \$60,000 apartment-house; 12 apartments. (See Machinery Wanted—Heating Plant; Wall Board.)

W. Va., Charleston.—T. C. Townsend and others; purchased property at Brooks and Lee Sts.; erect \$10,000 apartment-house; 3 stories; 21 rooms; brick; 40x43 ft.

### Association and Fraternal.

Ala., Mobile.—Young Men's Cristian Association, W. T. S. Hill, Gen. Secy.; plans to erect building.

La., Plaquemine.—Benevolent Protective Order of Elks; convert Liberty Theater into home.

Ga., Macon.—Masonic Club Building Corp., Dr. J. C. Pate, Prest., 519-20 Georgia-Carolina Bldg.; expend \$23,000 to remodel 3-story building; 16-in. brick walls; shingle and metal roof; hardwood, third floor; C. W. Shelverton, Archt.; Geo. W. Fanning, Contr.; bids opened about Aug. 5 for equipment and materials; cafe, first floor; reading, smoking, billiard and rest rooms, second; assembly-room, third. Address Dr. Pate. (Previously noted.)

Ky., Betsy Lane.—St. Paul Conf. Co.; erect Y. M. C. A. building. (See Dwellings.)

Ky., Domino.—Happy Conf. Co.; erect Y. M. C. A. building. (See Dwellings.)

Ky., Glomawr.—Reliance Coal & Coke Co.; erect Y. M. C. A. building. (See Churches.)

Ky., Harlan.—Harlan Blue Gem Coal Co.; erect Y. M. C. A. building. (See Dwellings.)

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Ky., Prestonsburg.—Gloglori Coal Corp.; erect Y. M. C. A. building. (See Dwellings.)

W. Va., Charleston.—Young Women's Christian Assn., John Davidson, Chrmn. Bldg. Comm.; erect \$160,000 administration building. 112 Quarry St.; 3 stories and basement; 8'x125 ft.; swimming pool, gymnasium, cafeteria, etc.; Cyrus D. McLane, Archt., Chicago.

### Bank and Office.

Ala., Carbon Hill.—People's State Bank. A. M. Grimsley, Chrmn. Bldg. Comm.; erect 2-story building; brick; fireproof.

Fla., Tampa.—First National Bank. Franklin and Madison Sts.; improve building; front; remodel banking-rooms; install fixtures; \$55,000.

Ga., Covington.—Farmers' Banking Co.; improve building; plate-glass front; interior painting, etc.

Md., Baltimore.—Baltimore Trust Co.; erect addition, 25 E. Baltimore St.; Smith & May, Archts., Calvert Bldg.

Md., Baltimore.—Baltimore Commercial Bank, W. M. McCormick, Prest.; erect branch bank, Monument St. and Collington Ave.; 2'x75 ft.; brick; slag roof; tile floors on concrete; hot-water heat; electric lights; cement sidewalks; \$40,000; Jos. Evans Sperry, Archt., Calvert Bldg., receives bids until Aug. 3; contractors estimating; West Construction Co., 907 American Bldg.; Consolidated Engineering Co., 243-59 Calvert Bldg.; B. F. Bennett Bldg. Co., 123 S. Howard St.; Edw. G. Turner, 15 E. Fayette St.; Frainie Bros. & Hagley, 18 Clay St.; Chas. L. Stockhausen Co., Gay and Water Sts.; E. Eyring & Sons, 3501 Falt Ave.; Geo. L. Schnader, 2023 McElderry St. (Previously noted.)

Mo., Creve Coeur.—Creve Coeur Farmers' Bank, Dr. Denny, Chrmn. Comm.; erect \$20,000 bank and garage; 2 stories and basement; 28'x50 ft.; brick; Henry P. Hess, Archt., 4811 Cote Brillante Ave., St. Louis.

Mo., Kansas City.—Argyle Realty Co., Hal. C. Brent, Prest.; purchased Argyle Bldg., 12th and McGee Sts.; 4 stories; 98'x132 ft.; reported to erect 8 additional stories.

N. C., King.—Merchants & Farmers' Bank; erect building, Depot St.

Okla., Tulsa.—National Bank of Commerce Bldg. Co., J. H. McBirney, Prest.; erect bank building.

Tex., Galveston.—J. H. W. Steel Steamship Agency; remodel building, 21st St. and Ave. B; \$30,000; elevators; lockers; vaults.

Tex., Lufkin.—Citizens' Guaranty State Bank, G. R. Thompson, V.-P. and Cashier; erect 2-story brick and concrete building.

Va., Richmond.—P. H. Mayo; expend \$12,000 to repair brick office building, 700 E. Main St.

Va., Richmond.—Commercial Bank & Trust Co.; erect building, 519-19½ N. 2d St.

W. Va., Weston.—Natl. Exchange Bank, E. C. Davidson, Prest.; remodel and extend building; Albert Breternitz, Archt., Clarksburg.

### Churches.

Ark., Little Rock.—Greek Orthodox Church; erect building, 19th and Louisiana Aves.; Sanders & Gnocchio, Archts.

Fla., Clearwater.—Baptist Church, Rev. A. J. Kroelinger, Pastor; erect \$100,000 church and pastorium; brick; terra-cotta roof; desires competitive sketches from architects and specimens of work. (See Machinery Wanted—Building Material; Brick.)

Ga., Statesboro.—Baptist Church; erect \$10,000 brick pastorium. Address The Pastor.

Ky., Betsy Lane.—St. Paul Coal Co.; erect church. (See Dwellings.)

Ky., Domino.—Happy Coal Co.; erect church. (See Dwellings.)

Ky., Glomawr.—Rellance Coal & Coke Co.; erect church, school and Y. M. C. A. building.

Ky., Lexington.—Ashland Baptist Church, Rev. Clarence Walker, Pastor; erect \$30,000 building, Ashland Ave.; buff brick; red tile roof; 25 Sunday-school rooms; auditorium to seat 1500; Arthur Giannini, Archt.; O. P. Miller, Chrmn. Bldg. Comm.

Ky., Paducah.—Second Baptist Church; receiving bids to complete Immanuel Baptist Church, South 9th St.; \$60,000. Address The Pastor.

Ky., Prestonsburg.—Gloglori Coal Corp.; erect church. (See Dwellings.)

Miss., Wiggins.—Catholic Church; plans to erect building. Address The Pastor.

Mo., Kansas City.—Independence Boulevard Christian Church, Mrs. Judge Ralph S. Lashaw, Prest. of Women's Council; remodel building, 6801 Independence Ave., for Community House.

N. C., Raleigh.—Pullen Memorial Baptist Church, Fayetteville and South Sts.; erect \$150,000 building, Hillsboro St., Cameron Park. Address The Pastor.

Okla., Tulsa.—Methodist Episcopal Community Church, Rev. Wilkie C. Clock, Pastor; erect \$30,000 building, W. Tulsa; auditorium seat 350; gymnasium, kitchen, Sunday-school rooms, etc.; Rush, Endicott & Rush, Archts.

Tenn., Gleason.—Methodist Church; erect addition to building. Address The Pastor.

Tex., Clarendon.—Methodist Church; remodel building. Address The Pastor.

Tex., Fort Davis.—Baptist Church; erect \$20,000 building; 43'x70 ft.; stone and wood; composition shingle roof; wood floors; vapor steam heat; Delco Light, 32-volt, 3 K. W.; Will N. Noonan, Archt., San Antonio. Address B. B. McCutcheon, Fort Davis.

Tex., San Antonio.—Methodist Episcopal Church; erect building for Jacob's Chapel, Hedges and Polaris Sts.; \$20,000; Spanish type; brick; reinforced-concrete foundation; tile roof; stucco finish; seating capacity 250 in auditorium, 75 in balcony; Beverly W. Spillman, Archt., Alamo Bank Bldg.

Tex., Waelder.—Methodist Church; plans to erect \$30,000 building. Address The Pastor.

Va., Ettricks.—Baptist Church, care E. J. Andrews; erect \$30,000 building; 56'x80 ft.; Coopee Lai, Archt., Law Bldg., Petersburg.

Va., Newport News.—Carver Memorial Presbyterian Church, Rev. Chas. Ward, Pastor; erect \$30,000 building, 24th and Marshall Sts.; 48'x75 ft.; brick, stone trim; A. A. Honeywell Co., Archt., 218 Citizens' Trust Bldg., Kokomo, Indiana.

Va., Norfolk.—St. Mark's Christian Church; erect \$25,000 building, Brunswick Ave.; 40'x60 ft.; 1 story and gallery; R. C. Archer, Jr., Archt., 628 Church St.

Va., Norfolk.—Grant Street Holiness Church, Rev. K. Bures, Pastor; erect \$60,000 building, Princess Ann Ave.; 1 story and gallery; 50'x104 ft.; R. C. Archer, Jr., Archt., 628 Church St.

W. Va., Wheeling.—St. Michael's Church; expend \$10,000 for alterations to building, Edington St. Address The Rector.

### City and County.

Ga., Macon.—Auditorium—City, Glen Toole, Mayor; considering erecting \$600,000 auditorium; seat 4000, with provisions for enlarging to seat 6500; \$1,000,000.

La., Baton Rouge.—Jail.—St. Martin's Parish Police Jury; registered \$27,000 bonds to erect jail.

La., New Orleans.—Freight Shed.—Board of

Comms., Port of New Orleans, W. O. Hudson, Prest., 200 New Orleans Court Bldg.; bids until Aug. 17 to furnish, or furnish and erect structural steel for Pauline Street freight-shed extension; plans and specifications at office Arsene Perillat, Chief Engr.

Md., Baltimore.—Engine-houses, etc.—City votes Nov. 2 on city stock as follows: \$750,000 for municipal hospital; \$28,000,000 general improvements, sewers, paving, schools, lighting, engine-houses, etc.; \$15,000,000 increased water supply; \$10,000,000 port and harbor improvements; Wm. F. Broening, Mayor. (Latey noted.)

N. C., Asheville.—Children's Home.—County, G. F. Stradley, Commr.; plans to erect \$20,000 to \$25,000 children's home; brick.

N. C., Hendersonville.—Jake Wells, Richmond, Va.; reported to erect number of cottages, Duncraggan.

Okla., Vinita.—Firehouse.—City; erect firehouse and install equipment; \$15,000. Address The Mayor.

S. C., Greenville.—Fire Station.—City; votes Aug. 3 on \$50,000 bonds to erect fire station and install engines and equipment. Address The Mayor.

Tex., Galveston.—Jail Repairs, etc.—County, John M. Murch, County Auditor; bids until Aug. 9 to paint, repair woodwork, etc., on county jail; plans and specifications at office of auditor.

### Courthouses.

S. C., Sumter.—Sumter County Comms.; bids until Aug. 17 to alter and erect additions to courthouse; plans and specifications at office of Comms. and office of Johnson & Deal, Archts., 11½ S. Main St.

### Dwellings.

Ala., Parrish.—Railway Fuel Co.; erect 100 employees' dwellings.

D. C., Washington.—H. R. Howenstein, 1314 F St. N. W.; erect 6 dwellings, 9-19 Evans St. N. E.; \$24,000.

Fla., Clearwater.—Rex Beach; erect residence.

Fla., Gainesville.—Florida Farm Colony for Epileptic and Feeble-Minded, Dr. Lorin A. Greene, Supt., White House, Gainesville; bids until Aug. 5 to erect 2-story residence for Supt. and 1-story residence for Asst. Supt.; revised plans from T. M. Bryan, Archt. (Latey noted.)

Fla., Clearwater.—F. W. Beers, Dunedin; erect residence.

Fla., Fort Pierce.—W. H. Harris; 2-story residence and office; cement block stucco; 20'x36 ft.

Fla., Lakeland.—A. J. Petty; erect number of dwellings, North Lakeland.

Fla., Miami.—H. T. Korner; erect \$18,500 two-story concrete block residence, Brickell Ave.

Fla., Miami.—L. G. Tiffany; erect \$16,500 two-story frame, stucco residence, 2949 Brickell Ave.

Fla., Miami.—Geo. W. Dickens; erect 2-story residence; native rock; 31.6'x35 ft.; 11 rooms; garage, 20'x36 ft.; 3 rooms; native rock; \$14,000; construction by owner.

Fla., Perry.—T. L. Osteen; erect 5-room bungalow; ultimate plans call for 12 bungalows.

Fla., St. Petersburg.—Col. Raymond C. Turk, Jacksonville; erect number of dwellings.

Ky., Betsy Lane.—St. Paul Coal Co.; erect 25 miners' houses, tippie, Y. M. C. A. building, church and school.

Ky., Domino.—Happy Coal Co.; erect 50



miners' houses, Y. M. C. A. building, church and school.

Ky., Harlan.—Banner Fork Coal Co.; erect 75 miners' dwellings, Banner Fork.

Ky., Harlan.—Harlan Blue Gem Coal Co.; erect 12 miners' dwellings, tippie and Y. M. C. A. building.

Ky., Prestonsburg.—Gloglori Coal Corp.; 30 miners' houses, Y. M. C. A. building, church and school.

Ky., Sergeant.—Imperial Elkhorn Coal Co.; erect 25 miners' houses, welfare building and school.

La., New Orleans.—B. Segal; erect 4 bungalows, Robert, Howard, Soniat and Freret Sts.; \$12,000; construction by owner.

Md., Baltimore.—Frank O. Singer, Jr., Harford Road and 25th St.; erect 29 two-story dwellings, 301-57 Patapsco St.; Westport; \$30,000.

Md., Baltimore.—Northern Engr. Co., Piedmont Ave.; erect four 2-story and two 2½-story dwellings, Alto and Denison Aves.

Mo., Kansas City.—F. H. Woodbury, Jr.; erect 2-story and basement residence, 57th St. Terrace and Wornall Rd.; 28x44 ft.; shingle roofing; C. E. Shepard, Archt., 508 Reliance Bldg.

Mo., Kansas City.—J. B. Winters, 3617 Charlotte St.; erect 2-story and basement residence, 54th and Holmes Sts.; 25x42 ft.; wide siding; shingle roofing; C. E. Shepard, Archt., 508 Reliance Bldg.

Mo., Springfield.—F. X. Heer; erect \$40,000 residence; 2 stories and basement; 54x60 ft.; brick veneer; shingle roof; Shepard & Wiser, Archts., 302 R. A. Long Bldg., Kansas City.

Mo., St. Louis.—Nolte & Nauman, Archts., Fullerton Bldg.; preparing plans to erect \$10,000 residence, 7100 Pershing Ave.; 2 stories; 27x35 ft.; brick.

N. C., Asheville.—The Barringer-Hill Constr. Co.; erect \$15,000 residence; 30x50 ft.; stucco; composition shingle roof; oak floors; plaster-board; hot-water heat, \$1500; electric lights; Chas. N. Parker, Archt.; construction by owner. (Lately noted.)

N. C., Lexington.—W. O. Burgin; erect residence; C. Gilbert Humphreys, Archt., Winston-Salem.

N. C., Roanoke Rapids.—Samuel F. Patterson; erect 2½-story residence; brick; slate roof; hardwood floors; vapor heat; safes; Hobart E. Upjohn, Archt., 456 4th Ave., New York; construction by owner. (Lately noted.)

N. C., Salisbury.—Charlie McCanness; erect 2-story 9-room residence, Thomas and Church Sts.

N. C., Winston-Salem.—A. Cohn; erect residence, Piedmont Ave. and West End Boulevard.

Okla., Oklahoma City.—G. A. Nichols; erect \$15,000 residence, 320 W. 19th St., and \$5000 brick dwelling, 2123 W. 16th St.

S. C., Gaffney.—R. S. Lipscomb; erect 12-room brick-veneer residence, Petty St. and Rutledge Ave.

S. C., Spartanburg.—Wallace Whitlock; erect 5 cottages, Hayne St.

S. C., Pickens.—Pickens Cotton Mill; erect 5 overseers' dwellings.

Tenn., Hollow Rock.—Nashville, Chattanooga & St. Louis Ry., Hunter McDonald, Ch. Eng., Nashville; will not erect employees' dwellings as lately reported.

Tenn., Memphis.—Noland Fontaine; erect 1-story 5-room tile and stucco residence and 1-story 3-room frame garage, 80 E. Parkway; \$10,000.

Tex., Dallas.—A. J. Groate; expend \$10,000 to erect 2-story tile and stucco residence, 3814 Ruskin Ave.

Tex., El Paso.—Kern Place Improvement Co.; erect 3 bungalows, Alexander addition; \$16,200.

Tex., Houston.—W. P. Rochow; erect \$15,000 residence, Nevada St.; 16 rooms; 2 stories.

Tex., Houston.—A. Navarro; erect \$11,000 5-room addition to residence, 1920 Carr St.

Tex., New Braunfels.—Hal. A. Hamilton; erect \$20,000 2-story residence; 48x66 ft.; concrete frame, hollow tile, stucco on metal lath; tile roof; hardwood floors; hollow fireproof tile; plaster board; ornamental terra-cotta; interior tile; C. B. Schoeppl, Archt., Gunter Bldg., San Antonio.

Tex., New Braunfels.—H. B. Ross; erect \$15,000 2-story residence; 48x26 ft.; concrete frame, brick face; asbestos roof; hardwood floors; fireplaces; C. B. Schoeppl, Archt., Gunter Bldg., San Antonio.

Tex., San Antonio.—R. A. Richey; erect 12 three-room dwellings, San Francisco St.; \$24,000.

Tex., San Antonio.—Mrs. Spencer Gregg; erect \$20,000 one-story residence; Spanish style; hollow tile and stucco, concrete frame; red tile roof; hardwood floors; H. T. Phelps, Archt., Gunter Bldg., considering bids.

Va., Richmond.—Davis Bros.; erect 6 six-room brick dwellings, 5th Ave., Highland Park.

W. Va., Charleston.—Mr. Hill; erect \$20,000 residence and garage; 2½ stories; 40x60 ft.; terra-cotta block; brick veneer; Dennison & Hiron, Archts., 475 5th Ave., New York; award separate contracts.

W. Va., Clarksburg.—J. Edgar Long; purchased residence, Broad Oaks; reported to expend \$100,000 for improvements.

W. Va., Grafton.—Parrish Realty Co.; develop property near Blueville; plans to erect number dwellings.

W. Va., Kanawha City.—E. H. Close Realty Co., Toledo, Ohio; erect 50 dwellings for employees of Libby-Owens plants; 5-6-7 rooms; frame; gas; electricity.

## Government and State.

D. C., Washington.—Navy-yard.—Bureau of Yards and Docks, C. W. Parks, Chf., Navy Dept.; bids until Aug. 11 to erect 2-story-and-basement building at Navy-yard; concrete foundation; concrete frame and floor construction; steel roof framing; brick exterior walls; interior wood stud walls; composition roof; tile, composition and wood floors; steel and wood sash; plastered walls and ceilings; heating, lighting and plumbing systems; hardware, etc.; drawings and specification No. 423 obtainable from Bureau or Commandant of Navy-yard.

Md., Baltimore.—Memorial.—Soldiers and Sailors' Memorial Comsn.; Comptroller E. Brooke Lee, Chrmn., Annapolis; erect \$800,000 building on square between Lexington, Gay, Fayette Sts. and Fallsview.

S. C., Columbia.—Postoffice.—Treasury Dept., Jas. A. Wetmore, Acting Supervising Archt., Washington, D. C.; bids until Sept. 3 for completion of postoffice; drawings and specifications obtainable from Supt. of Construction, Columbia, and office Supervising Archt.

S. C., Columbia.—Treasury Dept., Jas. A. Wetmore, Acting Supervising Archt., Washington, D. C.; bids until Aug. 24 to erect toilet-room for women in U. S. Courthouse and Postoffice; plans and specifications at office of custodian at site and Supervising Archt.

Va., Norfolk.—Warehouse.—Bureau of Yards

and Docks, C. W. Parks, Chf., Navy Dept., Washington, D. C.; opened bids to erect warehouse; specifications 4222; Boyle-Robertson Constr. Co., Evans Bldg., Washington, low bidder at \$70,244. (Lately noted.)

Va., Richmond.—Aviation Depot.—Construction Division, War Dept., Room 1-241, 7th and B. Sts., Washington, D. C.; erect \$12,900 fire walls and fire stations for aviation general supply depot; Saville & Claiborne, Contrs., Richmond.

Va., Roanoke.—Postoffice and Courthouse.—Treasury Dept., Jas. A. Wetmore, Acting Supervising Archt., Washington, D. C.; bids until Aug. 27 to remodel postoffice and courthouse; specification and drawing No. MC-74A, copies of which obtainable from office of Custodian, Roanoke, or Supervising Archt.

## Hospitals, Sanitariums, Etc.

Ala., Tuscaloosa.—Alabama Insane Hospital, Dr. W. D. Partlow, Supt.; erect building, Huntsville Rd.

Ark., Fort Smith.—St. Edward's Hospital; erect \$250,000 building; 4 stories and basement; 70x128 ft.; brick, stone trim; reinforced concrete; A. Klingsmith, Archt., Rowland, Okla.; Hedrick & Huff, Structural Engrs., 506 Interstate Bldg., Kansas City, Mo.

D. C., Washington.—District Commrs., 509 District Bldg.; erect \$1,000,000 Psychopathic Hospital; 4 buildings; fireproof; slate roof; wood and composition over concrete floors; separate power, heating and lighting plant; elevators; Snowden Ashford, Archt., District Bldg.; bids invited about Aug. 6. (Previously noted.)

Ga., Macon.—Pumpelly-Massenburg Co., Dr. Wm. Pumpelly interested; erect clinic and sanitarium, Walnut St., between 2d and 3d Sts.; remodel building and erect wing; brick and terra-cotta; 3 stories.

La., Baton Rouge.—Baton Rouge Sanitarium, Solon Farrnabacher, Chrmn. Bldg. Com.; erect hospital; accommodate 60 beds; 29 private rooms, 11 wards, suites and single rooms, sun parlors, roof observatories, etc.; \$100,000. (Lately noted.)

N. C., Gastonia.—County, Col. C. B. Armstrong, Chrmn. Comm.; considering erecting tuberculosis hospital.

N. C., Wilmington.—Drs. E. S. Bulluck and R. H. Davis; erect \$125,000 hospital, 3rd and Grace Sts.; 3 stories; concrete and brick; fireproof; Jas. B. Lynch, Archt.

Okla., Henryetta.—City; considering voting \$100,000 bond issue to erect hospital. Address The Mayor.

Tenn., Bristol.—Inter-racial Comm., J. H. Faucette, Chrmn.; plans to erect \$15,000 hospital.

W. Va., Maggie.—State Board of Control, Charleston; erect \$150,000 hospital for colored insane; C. H. James, Charleston; Dr. C. D. Anderson, McDonald, and Dr. E. J. Graham, Advisory Commrs.

W. Va., Salem.—Drs. J. W. Webb, D. E. Ritter and others; erect hospital.

## Hotels.

Ark., Bentonville.—Geo. M. Crowder; rebuild Park Springs Hotel, lately noted damaged by fire at loss of \$100,000.

Fla., Belleair.—Bowman Co., E. E. Carley, V.-P.; make improvements in connection with Belleview Hotel; construct 9-hole golf course; erect yacht club; build bridge; dredge basin and channel, etc.

Fla., Quincy.—J. R. Randle, Mgr., Leon Hotel, Tallahassee; leased Quincy Hotel; 3

stories; brick; 65 rooms; will improve, re-decorate, etc.

Miss. Vicksburg.—J. S. Stewart, New Orleans, and others; purchased Coopers Wells Resort; reported to erect 3-story brick hotel; 300 rooms; \$300,000.

N. C. Tuxedo.—Lake Summit Development Co., J. O. Bell and others; erect resort hotel, 75 to 100 rooms, clubhouse, etc., in connection with \$2,000,000 development of 800-acre tract, including platting for dwellings, etc.; lake and 15 mi. of road already constructed.

N. C. Wilmington.—Orton Hotel, Jos. H. Hinton, Prop.; expend \$100,000 to remodel building and convert 3-story building adjoining into apartment-house; replace present front with colonial facade; Kenneth M. Murchison, Archt., 101 Park Ave., New York.

S. C. Greer.—Chamber of Commerce, B. A. Bennett, Prest.; promoting plans to erect hotel.

Tex., Fort Worth.—Terminal Hotel Co. Incptd.; \$120,000 capital; D. E. Soderman, C. N. Hilton and J. C. Powers; improve and refurnish hotel.

Va., Lynchburg.—Virginian Hotel; erect 2 additional stories and improve building. Address The Manager.

### Miscellaneous.

Ala., Mobile.—Fair.—Mobile Fair Assn.; erect agricultural building.

Fla., Tavares.—Clubhouse.—Lake County Country Club, W. M. Igou, Prest., Eustis, Fla.; erect \$100,000 clubhouse.

Ky., Louisville.—Lumber Yard.—Corey-Schefel Lumber Co., Amos J. Corey, Prest.; erect 2 lumber sheds, Knapp and Preston Sts.; 100x400 and 190x300 ft.; \$100,000.

Fla., Punta Gorda.—Clubhouse.—Punta Gorda Country Club; erect clubhouse; metal ceilings; ornamental terra-cotta; other details not determined. Address Clarence Hewitt, Prest.

Ky., Sergeant.—Welfare.—Imperial Elkhorn Coal Co.; erect welfare building. (See Dwellings.)

S. C., Spartanburg.—Shed.—I. T. Harris and associates; erect automobile parking shed with service station and package checking department, North Church St.; capacity for housing 200 automobiles; arcade; 2 stories; metal roof.

Tenn., Kingsport.—Clubhouse.—Grant Leather Corp.; erect \$150,000 clubhouse; 3 stories; 60 rooms.

Tex., Dallas.—Sheds.—Cowser & Co.; erect \$10,000 lumber shed; Cabell and Central Sts.

W. Va., Huntington.—Dance Hall.—Vanity Fair, 4th and 7th Sts.; expend \$10,000 to remodel; install dressing and restrooms; resurface floors, etc.

### Railway Stations, Sheds, Etc.

Ala., Opelika.—Central of Georgia R. R., C. K. Lawrence, Chief Engr., Savannah, Ga., and Western Ry. of Alabama, O. T. Nelson, Chief Engr., Atlanta, Ga.; considering erection of \$300,000 passenger station.

Fla., Orlando.—Atlantic Coast Line R. R., J. E. Willoughby, Chf. Engr., Wilmington, N. C.; reported to enlarge and improve passenger station.

Ga., Brunswick.—Atlanta, Birmingham & Atlantic R. R., L. L. Beall, Chf. Engr., Atlanta; improve passenger station.

Ga., Calhoun.—Western & Atlantic R. R., Hunter McDonald, Ch. Engr., Nashville, Tenn.; reported to erect passenger station.

Tex., Dallas.—Dallas Railway Co.; erect \$322,000 warehouse and garage.

### Schools.

Ark., Conway.—Hendrix College, M. J. McHenry, Dept. of Chemistry and Physics; erect science building; 3 stories; 60x100 ft.; fireproof; brick; tile roof; reinforced concrete floors; \$125,000; Miller, Fullenwider & Dowling, Archts., 6 N. Michigan Ave., Chicago. (Lately noted.)

Ark., Keo.—Directors Eagle Special School Dist. No. 7, H. A. Wayne, Secy.; bids Aug. 7 to erect school 4 mi. from Keo; plans and specifications at office Owens & Ehrman, Archts., Bankers' Trust Bldg., Little Rock.

Fla., Ormond.—Special Tax School Dist. No. 23; voted \$10,000 bonds to complete school; C. R. M. Sheppard, Secy., Volusia County Board of Public Instruction, De Land, Fla.

Fla., Lake Worth.—County Board of Education; erect high school; unit plan.

Fla., Miami.—Board of Public Instruction, R. E. Hall, Supt.; erect additions to Miami High School; bids opened Aug. 3; H. Hastings Mundy, Archt., 135 11th St.

Fla., Ocala.—Florida Industrial School for Girls, Gainesville; erect 2 dormitories; \$24,000 each; T. M. Bryan, Archt., Gainesville.

Fla., Pensacola.—City, A. S. Edwards, Supt. of Schools; voted \$500,000 school bonds. (Lately noted.)

Ga., Bostwick.—School Board; erect school; \$20,000 bonds voted.

Ga., Brinson.—Brinson Consolidated School Dist., N. T. Hodges, Chrmn.; vote Aug. 26 on \$45,000 bonds to erect school.

Ky., Betsy Lane.—St. Paul Coal Co.; erect school. (See Dwellings.)

Ky., Domino.—Happy Coal Co.; erect school. (See Dwellings.)

Ky., Leitchfield.—Grayson County Board of Education, Mrs. Effie Sadler Basham, Supt.; erect 2-story Yeaman Consolidated School; 4 rooms; frame; furnace heat; electric wiring; composition roof; concrete.

Ky., Elkhorn.—Board of Education, Dist. No. 29, Jas. McBrier, Trustee, Praise, Ky.; erect \$25,000 to \$40,000 grade and high school; 2 stories and basement; brick; D. R. Beason, Archt., Johnson City, Tenn.; owner buys material and builds by day labor.

Ky., Glomawr.—Reliance Coal & Coke Co.; erect school. (See Churches.)

Ky., Prestonsburg.—Gloglori Coal Co.; erect school. (See Dwellings.)

Ky., Sergeant.—Imperial Elkhorn Coal Co.; erect school. (See Dwellings.)

Ky., Taylorville.—Spencer County Board of Education, Katie B. Beauchamp, Supt.; erect 2-story Waterford Consolidated School; 4 rooms; frame; furnace heat; composition roof; concrete foundation; composition blackboards; electric wiring.

Ky., West Louisville.—Davies County Board of Education; erect \$10,000 school; brick or frame; 6 rooms; 33x90 ft.; auditorium and basement; C. W. Kimberlin, Archt., Owensboro, Ky.

La., Lafayette.—Christian Bros.; erect \$60,000 to \$100,000 school.

Miss., Clara.—Clara Consolidated School Dist., Trustees; plan to issue \$10,000 school bonds.

Miss., Washington.—Washington Consolidated School Dist., Trustees; erect several schools; election Aug. 13 on \$10,000 bonds.

Mo., Eminence.—Board of Education; erect \$25,000 grade and high school; Heckenlively & Mark, Archts., Springfield.

Mo., Norwood.—Board of Education; erect \$15,000 grade and high school; Heckenlively & Mark, Archts., Springfield.

Mo., Slater.—Board of Education; erect

\$70,000 high school; 2 stories and basement; 60x66 ft.; brick; stone trim; composition roof; bids opened Aug. 2; J. H. Felt & Co., Archts., Grand Avenue Temple Bldg., Kansas City. (Previously noted.)

Mo., St. Louis.—Evangelical Lutheran Synod of Missouri and other States, Concordia Publishing House, Jefferson and Miami Sts.; erect \$1,000,000 seminary; details not determined.

N. C., Chapel Hill.—Sigma Nu Building Corp., Archibald Henderson and others; \$25,000 capital; erect fraternity house at University of North Carolina.

N. C., Mars Hill.—Bertie County Board of Education, care C. S. Pearce, R. F. D. No. 1, Colerain, N. C.; erect \$10,000 dormitory; 2 stories; 58x63 ft.; frame; H. W. Simpson, Archt., Board of Trade Bldg., Norfolk, Va.

Okla., Elk City.—City voted \$17,000 bonds for heating and plumbing in high school previously noted. Address Board of Education.

Okla., Muskogee.—City voted \$250,000 bonds to erect additional schools. Address Board of Education.

Okla., Norman.—Phi Gamma Delta Housing Assn.; erect \$75,000 fraternity house at University of Oklahoma; Dorrance Roderick and Monte Warner, interested.

Okla., Tishmingo.—School Board; erect high school; 12 classrooms and auditorium to seat 100; \$65,000 bonds voted.

S. C., Simpsonville.—Board of Education; sold \$38,000 school bonds. Address D. L. Bramlett.

S. C., Smoaks.—Board of Trustees, Jno. B. Smith, Chrmn.; erect 2-story brick school; 80x57.8 ft.; shingle roof; wood floors; rolling partitions; bids opened Aug. 10; Benson & Barbot, Archts., Charleston, S. C. Address Mr. Smith. (Lately noted.)

Tex., Cherokee.—School Dist. voted \$30,000 bonds to erect school; native stone. Address Board of Education.

Tex., Cisco.—Board of Education; erect high school; \$250,000 bonds voted.

Tex., Dallas.—City School Board; erect \$20,000 frame school, Myers and Nellie Sts.; 2 stories; 8 rooms.

Tex., Tahoka.—Tahoka Independent School Dist.; voted \$30,000 bonds to erect building. Address Board of Education.

Va., Bridgewater.—School Board, Jno. S. Good, Clk., Penn Laird, Va.; erect \$60,000 high school; 2 stories; 80x60 ft.; brick, concrete or hollow tile; O. Harvey Miller, Archt., Bridgewater.

Va., Bon Air.—Virginia Home & Industrial School for Girls; erect \$25,000 school; 2 stories; 40x50 ft.; brick; H. Carl Messerschmidt, Archt., Mutual Bldg., Richmond.

Va., Damascus.—County School Board; erect \$50,000 high school; 10 rooms; 2 stories; 140x110 ft.; brick; C. B. Kearfott, Archt., 5th St., Bristol, Tenn., taking bids.

Va., Ettrick.—School Board; erect \$40,000 grade school; 5 stories and basement; 65x110 ft.; brick; Copee Lai, Archt., Law Bldg., Petersburg.

Va., Leesburg.—School Board; erect \$50,000 high school; 2 stories and basement; brick; bids rejected; take new bids; G. R. Ragan, Archt., Terry Bldg., Roanoke. (Lately noted.)

Va., Lexington.—Washington & Lee University; erect \$100,000 memorial dining hall; accommodate 600; colonial design; Flournoy & Flournoy, Archts., McLean Bldg., Washington, D. C. (Lately noted.)

Va., Norfolk.—City School Board, Richard A. Doble, Div. Supt.; opens bids Aug. 3 to erect \$20,000 addition to Matthew Fontaine Maury High School; plans and specifications

at office Neff & Thompson, Archts., Seaboard Bank Bldg. (Previously noted.)

Tex., Austin.—County Board of Education; erect 3-room brick school, Hornsby Bend; bids opened July 29; Walsh & Giesecke, Archts., Littlefield Bldg.

Tex., Austin.—State Board of Control; repair gymnasium at State Deaf & Dumb Institute; include plumbing, heating and wiring; bids opened July 30; C. H. Page & Bro., Archt.

Va., Oceana.—Seaboard Dist. School Board, A. S. Woodhouse, Clk.; erect building for agricultural school; bids opened July 31.

Va., Williamsburg.—William and Mary College, H. L. Bridges, Registrar; reported to expend \$780,000 for enlargement of college, including restoration of main building, erection of memorial auditorium, enlargement of library, science hall, erect gymnasium, dormitory for men. (Contracts for women's dormitory previously noted.)

W. Va., Captina.—Franklin Dist. Board of Education; bids until Aug. 9 to erect 2-room school building, Woco; plans and specifications at office T. W. Yeater, Secy., Captina, R. D. 1.

W. Va., Charleston.—Charleston District Board of Education, D. Deitrick, Pres.; erect schools; \$100,000 bonds authorized.

W. Va., Dunbar.—Union School Dist. Board of Education, J. A. Shaver, Pres.; erect school. (See W. Va., Guthrie.)

W. Va., Elkins.—Leadville Dist. Board of Education, Lee Marsteller, Secy.; bids until Aug. 10 to erect school; plans and specifications at office County Supt.

W. Va., Fairmont.—Union Independent School Dist. School Board, Harry Shaw, Pres.; erect school on Morgantown Ave., East Side; Will Palmer Nuzum and Walter Jones, Asso. Archts., Box 329, Wilmington, Del.

W. Va., Guthrie.—Union Dist. Board of Education, J. A. Shaver, Pres.; erect schools at Guthrie, Dunbar, Sattes, Martin's Branch, and 2 buildings for Kelly's Creek; \$100,000 bonds voted. (Lately noted.)

W. Va., Greenbrier.—Synod of West Virginia Presbytery, Rev. J. L. Linewater, Treas.; erect industrial school at Snow Hill Farm; H. H. Buck, Archt., Lewisburg, W. Va.

W. Va., Mullens.—Slab Fork Dist. Board of Education, H. F. Harley, Pres., Maben, W. Va.; erect high-school addition; 2 stories; 50x100 ft.; bids opened Aug. 1; A. F. Wysong, Archt., Princeton. (Lately noted.)

W. Va., Piedmont.—School Dist. voted \$10,000 bonds to install heating plant; C. A. Wilcox, Secy. Board of Education. (Lately noted.)

W. Va., Pine Grove.—Grant Dist. Board of Education; erect high school; bids opened July 31.

W. Va., Salem.—Salem Independent School Dist. Trustees; erect 2 schools; brick; \$70,000 bonds voted.

W. Va., Sattes.—Union School Dist. Board of Education, J. A. Shaver, Pres.; erect school. (See W. Va., Guthrie.)

W. Va., Thorpe.—Adkin Dist. Board of Education, Guy C. Mace, Secy., Gary, W. Va.; bids until Aug. 10 to erect 6-room brick and tile school; plans and specifications at office C. H. Archer, Dist. Supt., Gary.

W. Va., Wheeling.—St. Michael's Parochial School; erect building, Edington Lane; Albert F. Dayton, Archt., 1 Homewood Ave.

### Stores.

Ark., Bearden.—Arkansas Industrial Assn.; erect brick business building.

Ark., Pine Bluff.—F. O. McGehee; erect 1-

story brick store, 11th and Main Sts.; 47x120 ft.

Ga., Atlanta.—Home Investment Co.; erect two 1-story brick stores; \$12,000; day labor.

Ky., Owensboro.—Mike Callas, Progress Candy Co.; erect store; brick; stone trim; pergola and garden in rear.

Md., Baltimore.—M. S. Kahn & Co.; expend \$30,000 for alterations to drug store, 201-03 N. Liberty St.; metal ceilings; plaster board; wire glass; concrete floors; steel sash and trim; ventilators; Josias Pennington, Archt., 601 Professional Bldg.; considering bids.

Okla., Oklahoma City.—C. E. Hefferman; repair building, 201-3 W. First St.; \$10,000.

Tex., Beaumont.—Gulf Export & Transportation Co.; erect commissary.

Tex., Dallas.—Consolidated Realty Co.; expend \$20,000 to remodel building 2302 Commerce St.

Tex., Dallas.—E. M. Kahn; expend \$12,000 to remodel building, 903 Main St.

Tex., Uvalde.—Jno. N. Garner; erect store and office building, Market Plaza; 60x90 ft.; 2 stories; brick; 3 stores, first floor; offices, second.

### Theaters.

Ark., Camden.—O. C. Hauber, Pine Bluff; erect \$30,000 moving-picture theater; 30x110 ft.; brick; composition roof; wood floors; stoves; city lights; metal ceilings; plaster board; ornamental terra-cotta; Mitchell Seligman, Archt., Pine Bluff. (Lately noted.)

Fla., Pensacola.—Ernest Boebring, representing New York interests; reported to erect opera-house.

Ky., Louisville.—Columbia Realty Co., care

A. W. Johnson, Archt., 469 5th Ave., New York; reported to erect theater.

### Warehouses.

Ala., Gadsden.—Gadsden Ice & Coal Co.; erect storage warehouse, N. 6th St.; brick; 600-ton capacity; also plans to install tanks and machinery in plant.

Ga., Cartersville.—Cartersville Bondage Warehouse Co. incptd. with \$100,000 capital; W. A. Dodd, L. P. Lewis, Lee Smith and others.

Ga., Savannah.—Centennial Mill Co., Seattle, Wash.; erect warehouse of 100,000-bbl. capacity in connection with construction of mixing and blending flour mill.

Miss., Meridian.—F. A. Hulett & Son; rebuild warehouse lately noted burned; 65x150 ft.; 2 stories; concrete and maple floors; composition roof; wire glass; ventilators; reset and repair hand-power elevator. (See Machinery Wanted—Building Material; Wire Glass; Ventilators; Roofing.)

N. C., Four Oaks.—Ivanhoe Mfg. Co.; erect warehouse and heating plant; J. E. Serrine, Engr., Greenville, S. C.

S. C., Bamberg.—Bamberg Tobacco Warehouse Co. incptd.; Jones A. Williams and others; erect \$25,000 warehouse.

Tex., Corpus Christi.—United Cotton Growers' Assn. of America, Walter M. Barnum, Secy.; promote erection of cotton warehouses various localities of Texas; buildings to be controlled by local organizations.

Tex., Dallas.—Briggs-Weaver Machinery Co.; erect \$57,500 brick and steel warehouse, Cockrell and Monroe Sts.; 90x390 ft.

Tex., Lufkin.—Martin Wagon Co., Lee Zeigler, Pres.; erect frame store-room; 100x125 ft.; Baker Constr. Co., Contr.; also construct lumber mill.

## BUILDING CONTRACTS AWARDED

### Apartment-Houses.

Ala., Birmingham.—C. W. Ford; erect \$12,000 apartment-house; A. M. Thory, Contr.

Ala., Birmingham.—John B. Reid Real Estate & Insurance Co.; erect 2 apartment-houses; \$11,000; 2 stories; frame; 4 suites; H. D. Breeding, Archt., Watts Bldg.; Chas. Allen, Contr.

Ala., Birmingham.—John B. Reid; erect 2 2-story apartment-houses; \$25,000; 4 apartments each; frame; hardwood floors; composition roof; Arcola system of heat; interior tile; H. D. Breeding, Archt.; Chas. J. Alley, Contr. (Lately noted.)

### Association and Fraternal.

La., Lafayette.—Lafayette B. P. O. E., R. D. Voorhies, Exalted Ruler; erect home; 75x80 ft.; 2 stories and roof garden; brick; composition roof; hardwood floors; metal ceilings; ornamental terra-cotta; heating plant, \$7000; electric lights; F. W. Steinman & Son, Archts.; McDaniel & Harford, Contrs.; both Beaumont, Tex. (Lately noted.)

### Bank and Office.

Fla., Miami.—W. C. DeGarmo; prepared plans to erect \$15,000 bank building; A. B. Wade & Son, Contrs.

Fla., Miami Beach.—The L. V. Martin-E. C. Thompson Realty Co.; erect office building, 5th St. and Miami Ave.; Inlet Construction Co., Contr.

S. C., Charleston.—Enterprise Bank, Wilson G. Harvey, Pres.; remodel building, Meeting

and Market Sts.; \$20,000; Waterfront & Foundation Constr. Co., Contr. (Lately noted.)

Tex., Galveston.—First National Bank; erect 1-story building, 23d St. and Ave. B; Wm. H. Janssen, Contr.

Va., Roanoke.—Colonial Bank & Trust Co.; remodel and enlarge banking-room; \$20,000; Fred T. Ley & Co., Inc., Archt. and Contr., 19 W. 44th St., New York. (Lately noted.)

### Churches.

Ark., Bearden.—Methodist Church; erect \$19,000 brick building; 55x70 ft.; Carey composition shingle roof; yellow-pine floors; electric lights; wire glass; T. J. Brodie, Archt., Birmingham, Ala.; McCabe & Mosley, Contrs., Bearden. (Lately noted.)

Ark., Bearden.—Methodist Church; erect \$19,000 building; McCabe & Mosely, Contrs.

Fla., De Funiak Springs.—First Presbyterian Church, H. E. Wickersham, Chrmn. Building Comm.; erect \$62,000 building; 60x100 ft.; art-stone interior; basement, balconies, Sunday-school rooms; Walker D. Willis, Archt., 619 Blount Bldg.; Southern Construction Co., Contr.; both Pensacola. (Previously noted.)

Mo., Springfield.—Grace M. E. Church, Rev. Wm. R. McCormack, Pastor, 425 S. Roberson St.; erect \$125,000 church and Sunday-school building, Cherry and Jefferson Sts.; 92x156 ft.; reinforced concrete; steel and brick; reinforced concrete floors; concrete foundation; Heckenlively & Mark, Archts., Landers Bldg.; G. F. Hentschel, Aurora, Mo., contractor for Sunday-school building. (Lately noted.)

W. Va., Charleston.—Lawrence Methodist



Church; erect \$65,000 building, Jackson St.; Grecian-Ionic design; tile and stucco; 88x114 ft.; 1 story, basement and balcony; tower, 16x16 ft.; auditorium, 40x90 ft.; seat 500; Sunday-school rooms, gymnasium, etc.; Kyle & Wilkens, Archts.; J. H. Love, Contr.

### City and County.

Md., Dundalk.—Fire Stations.—Baltimore County Comms., Towson; erect fire and police stations, Dundalk, Belair road near Fullerton, Washington road near Halethorpe, Essex and Pikesville; 41x60 ft. each; brick; artificial stone trim; Barrett specification roof; hot-water heat; W. H. Emory, Jr., Archt., Munsey Bldg.; G. E. Painter Co., Engr., 324 N. Charles St.; both Baltimore; G. W. Tovell, Eutaw and McCulloch Sts., Baltimore, contractor at \$153,347. (Lately noted.)

Md., Fullerton.—Fire Station.—Baltimore County Comms., Towson; erect fire station. (See Md., Dundalk.)

Md., Halethorpe.—Fire Station.—Baltimore County Comms., Towson; erect fire station. (See Md., Dundalk.)

Md., Pikesville.—Fire Station.—Baltimore County Comms., Towson; erect fire station. (See Md., Dundalk.)

Okla., Tulsa.—Bathhouse.—Park Board, N. G. Henthorne, Chrmn.; erect bathhouse, Quanah Ave.; accommodate 500 to 800; divided into sections for men and women.

### Dwellings.

Ala., Birmingham.—W. J. Adams; erect \$10,000 brick veneer residence, S. Regent St.; W. A. Robinson, Contr.

Ga., Augusta.—G. R. Chandler; erect stucco bungalow, Heard Ave.; Palmer-Spivey Co., Contr.

Fla., Daytona.—L. D. Drewry; remodel residence; erect garage, Seabreeze; Spanish design; white stucco; hollow tile; red tile roof; 2 wings; 3 fireplaces; 15 rooms; Fuquay & Gheen, Contrs.

Fla., Daytona.—Geo. F. Johnson; erect \$75,000 residence, Peninsula Drive; Fuquay & Gheen, Contrs.

Mo., St. Louis.—Joseph Pulitzer, Jr., Post-Dispatch Bldg.; alter and erect addition to building, Clayton Rd.; \$10,000; 2 stories; 18x22 ft.; Mauran, Russell & Crowell, Archts., Chemical Bldg.; Wm. Bopp, Contr., Kirkwood.

Mo., University City.—Burt Woodson, 933 N. Broadway, St. Louis; erect \$10,000 residence, 7047 Waterman Ave.; 2 stories; 41x28 ft.; Chas. Deitering, Archt., 706 Olive St.; Fred Schlemmer, Contr., 1341 Aubert St., both St. Louis.

N. C., Charlotte.—W. C. Thompson; erect \$10,000 residence, 11th and Tryon Sts.; Blythe & Isenhour, Contrs.

N. C., Charlotte.—W. L. Alexander; erect one 8-room and two 7-room residences, Queens Rd., Myers Park; \$20,000; Blythe & Isenhour-Contrs.

Tex., Lufkin.—D. H. Adams; erect 1-story frame residence; 7 rooms; Baker Constr. Co., Contr.

Tex., New Braunfels.—W. Derks; erect \$15,000 residence; 1 story; 28x40 ft.; brick; concrete foundation; Spanish tile roof; hardwood floors; hollow fireproof tile; hot-air heat; C. B. Schoepfle, Archt., Gunter Bldg., San Antonio; Alfred Herry, Contr., New Braunfels. (Lately noted.)

Va., Lynchburg.—Chas. Owen, Lynchburg and Caney, Kans.; erect \$150,000 residence, Peakland; H. T. Lindenberg, Archt., 2 W. 47th St., New York; C. W. Hancock & Sons, Contrs., Krise Bldg., Lynchburg.

Va., Newport News.—Chas. Barclay, 3004 Washington St.; erect \$15,000 residence on James river; 2½ stories; 28x54 ft.; hollow tile and stucco; MacKee & Williams, Archts., 225 28th St.; Chas. O'Brien, Contr., 2610 Chestnut Ave. (Lately noted.)

### Government and State.

D. C., Anacostia.—Storehouse.—Bureau of Yards and Docks, C. W. Parks, Chief, Washington; Navy Dept.; erect storehouse, etc.; Hyde & Baxter Co., Contr., 1311 9th St. N. W., Washington. (Previously noted.)

Tex., Fort Sam Houston.—Warehouses.—Construction Quartermaster, Mexican Border Project, Camp Travis; erect 37 corrugated-iron warehouses; \$1,140,467; 80x200 ft.; Sumner-Sollitt Co., Contr., Chicago; Graham & Collins, San Antonio, electrical distribution system, \$5393; Globe Automatic Sprinkler Co., Dallas, dry automatic sprinkler system for 37, \$132,000. (Lately noted to open bids for 45.)

### Hospitals, Sanitariums, Etc.

Ga., Dalton.—Hamilton Memorial Hospital, F. T. Hardwick, Chrmn. Comm.; erect \$70,000 building; 124x70 ft.; tile walls, stucco; wood joists and studs; Barrett specification roof; maple, pine, terrazzo floors; heating plant, \$5500; electric lights; elevator, \$3500; G. Lloyd Preacher, Archt., Healey Bldg.; Gude & Co., Contrs., Candler Bldg., both Atlanta. (Lately noted.)

### Hotels.

Ga., Monroe.—Monroe Hotel Co.; erect \$95,000 building; 82x100 ft.; brick walls; wood joists and studs; Barrett specification roof; maple, pine and terrazzo floors; steam heat \$8000; electric lights; Otis elevators, \$4000; ornamental terra-cotta; safes; G. Lloyd Preacher, Archt., Healey Bldg.; Mackle Construction Corp., Contr., Grant Bldg., both Atlanta. (Lately noted.)

Tex., Del Rio.—St. Charles Hotel Co.; expend \$150,000 to improve and erect second and third floor addition to hotel; hardwood and tile floors; brick front; electric equipment; C. B. Schoepfle, Archt., Gunter Bldg., San Antonio; H. M. Hutchinson, Contr., Del Rio.

### Miscellaneous.

Ark., Hot Springs.—Pavilion.—De Soto Spring Co.; erect refreshment pavilion; 50x80 ft.; ordinary brick construction; tin roof; marble, composition aid wood floors; \$60,000; Mann & Stern, Archts., Little Rock; Banner Iron Works, St. Louis, Contr. for structural steel, \$4000; Decatur Cornice & Roofing Co., Albany, Ala., ornamental iron, \$1000; C. B. Humphreys, Little Rock, stucco and scagliola, \$7872; Southwestern Tile Co., Little Rock, marble and tile, \$10,000; architects taking bids on roofing, electric fixtures, brick, glass and flooring. (Lately noted.)

Mo., Springfield.—Pavilion, etc.—Springfield Stock Show Co., E. M. Wilhoit, Prest.; erect sales pavilion, 200x60 ft.; banked seats; stalls beneath; 6 tie racks, 108 ft. each; 6 hog pens; Geo. F. Reed, Archt.; Springfield Planing Mill & Lumber Co., Contr. (Lately noted.)

### Schools.

Ala., Greenville.—School Board; remodel school; construct roof, change cupola, redecorate interior and exterior; H. P. Jones Constr. Co., Contr.

Ga., Savannah.—Board of Education, Carlton B. Gibson, Supt.; erect Junior High School; semi-fireproof; fireproof corridors; slate roof; wood and cement floors; direct

radiation system of heat; Wm. B. Ittner, Archt., Board of Education Bldg., St. Louis; Artley Co., Savannah, Contr. at \$339,529; Soderman Heat & Power Co., St. Louis, Contractor, at \$30,677 for heating and ventilating; Eaton Co., Albany, Ga., plumbing; Hardy Electric Co., Savannah, electrical work. (Lately noted.)

Ky., Frankfort.—Kentucky Normal and Industrial Institute; erect \$30,000 dormitory; 3 stories and basement; 34x70 ft.; brick; tile roof; hardwood floors; accommodate 60 beds; Leo Oberwarth, Archt., 210 E. Main St.; Gains Bros., Contrs. (Previously noted.)

La., New Orleans.—School Board; erect 12-room annex to Crossman School, Carrollton Ave. and Baudin St.; Ole K. Olsen, Contr. for cement, sand and concrete materials; J. Watts Kearny & Sons furnish building materials.

Mo., Hancock.—Hancock Consolidated School Dist. Trustees, 940 S. Broadway; erect \$40,000 addition to school; 2 stories; 27x82 ft.; brick; A. Meyer, Archt., Central Natl. Bank Bldg.; Jno. E. Dougherty, Contr., 127 E. Blow St.; both St. Louis. (Lately noted.)

N. C., Asheville.—Board of Education; erect Busbee School; Vance Henry, Contr.

Tenn., Selmer.—McNairy County School Board; erect \$12,500 annex to Central High School; 5 rooms; F. H. Lightfoot, Contr., Somerville, Tenn. (Lately noted.)

Va., Fork Union.—Fork Union Military Academy, Col. Perkins, Commandant; erect \$15,000 addition to Hatcher Hall; 3 stories; Heard & Chesterman, Archts., People's Bank Bldg.; C. W. Hancock & Sons, Contrs., Krise Bldg.; both Lynchburg.

Va., Lynchburg.—School Board, J. H. Foster, Clerk; erect \$40,000 high school; 2 stories; 63x36 ft.; Craighill & Cardwell, Archts., People's Bank Bldg., Lynchburg; E. H. Cardwell, Contractor, Brookneal, Va. (Previously noted.)

Va., Richmond.—Collegiate School for Girls, Helen Baker, Prest., 1619 Monument Ave.; erect \$100,000 gymnasium; 3 stories; 40x140 ft.; H. Carl Messerschmidt, Archt., Mutual Bldg.; Jos. Fox & Son, Contrs., 25th and Franklin Sts. (Previously noted.)

W. Va., Burton.—Church Dist. Board of Education, J. W. Smith, Prest., Hundred, W. Va.; erect \$23,000 school; 1 story; 4 rooms and auditorium; 70x70 ft.; tile blocks and stucco; steam heat; Fred. F. Faris, Archt., Schmulbach Bldg., Wheeling; W. J. Watkins, Contr., Fairmont, W. Va.

W. Va., Charleston.—Louden Dist. Board of Education, Quince Jones, Prest., South Charleston; erect 4-room school, Mullins Ridge; \$20,000; R. A. Flint, Contr.; Egan & Reese, Archts., Day and Night Bldg. (Lately noted.)

### Stores.

Ala., Selma.—Joe Rosenberg & Co.; remodel 3-story brick building, Water Ave. and Washington St.; and 2-story brick building adjoining it; show-window fronts, balconies, etc.; John W. McKell, Archt., People's Bank Bldg.; W. W. McKibbin, Contr.

D. C., Washington.—Capt. C. Calhoun, care A. P. Clark, Archt., 816 14th St. N. W.; erect \$40,000 salesroom and store; 2 stories and basement; 25x120 ft.; Jas. L. Parsons, Contr., Southern Bldg.

La., New Orleans.—J. Rittenberg; erect building, Common and Canal Sts.; \$20,000; N. Kohlman, Archt.; O. M. Gwin, Constr. Co., Contr.

La., New Orleans.—Well & White; expend \$34,000 to repair building, 300 Carondelet St.; E. Well, Archt.; Chas. Gibert, Contr.

Mo., St. Louis.—Harry Horowitz, Arcade

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Bldg., Contr. to alter store, 207 N. 6th St.; \$25,000; O. J. Popp, Archt., Odd Fellows' Bldg.

C. C. Gaffney.—Horace M. Brown; erect store, Limestone and Robertson Sts.; 2 stories; brick; limestone trim; contract let.

Tex., Galveston.—Peter Gengler Co., 20th St. and D Ave.; remodel store; \$30,000; W. H. Jannsen, Contr.

Tex., Galveston.—Clarke & Courts; erect \$20,000 addition; W. H. Jannsen, Contr.

Tex., San Antonio.—S. P. Clegg and Adolph Groos; erect \$32,000 store, Soledad St. near Houston St.; reinforced concrete, frame and brick; composition roof; concrete and hard-wood floors; Henry T. Phelps, Archt.; J. De Puy, Contr.

W. Va., Bluefield.—Tannehaus-System Store, Col. A. Tannehaus, Prop.; remodel building 223 Princeton Ave.; install front; redecorate, new fixtures, etc.

W. Va., Welch.—Simon Solins; erect \$30,000 store and apartment; 4 stories and basement;

28x35 ft.; McDowell Engineering & Construction Co., Contr.

### Theaters.

Okl., Hominy.—A. F. Stewart Construction Co., Oklahoma City, Contr. to erect \$100,000 theater; reinforced concrete and steel; tile front; 3 stories; 50x140 ft.; Morris Jayne, Archt.

### Warehouses.

Fla., Tampa.—Knight & Wall Co.; erect warehouse, Tampa St.; 30x140 ft.; 10-ft. brick wall; galvanized-iron roof; 1 story; cement floors; \$11,500; Logan Bros., Contrs.

La., Lafayette.—Doerr-Wolff Furniture Co.; erect warehouse; contract let; also erect store. (Previously noted.)

Mo., North Kansas City.—Whitaker-Glessner Co., 214-22 W. 3d St.; erect 5-story and basement warehouse and factory building; fireproof; reinforced concrete; composition roof;

Tarbet & Gornall, Archts., Republic Bldg.; Hedrick & Huff, Struc. Engrs., International Bldg.; Harvey Stiver Construction Co., Contractor; all Kansas City. (Lately noted.)

Okl., Shawnee.—Clark & Keller; erect \$30,000 warehouse; 1 and 2 stories and basement; 40x120 ft.; brick and reinforced concrete; stone trim; composition roof; Jones-Hettlesater Constr. Co., Engrs. & Contrs., Mutual Bldg., Kansas City, Mo.

S. C., Charleston.—S. Hirschman & Son; erect fireproof warehouse on E. Bay St.; 75x126 ft.; reinforced concrete and brick; metal sashes, fire doors, etc.; David B. Hyer, Archt., Charleston; Geo. A. Clayton, Contr., Atlanta.

Tex., Lufkin.—Moore Grocery Co.; erect 2-story brick and concrete storage-house; 100x123 ft.; Severance Constr. Co., Contr.

W. Va., Wheeling.—J. L. Stifel & Co.; erect storage building in rear of factory; 56x101 ft.; 3 stories; concrete and brick; fireproof; \$75,000; R. R. Kitchen & Co., Contrs.

## MACHINERY, PROPOSALS AND SUPPLIES WANTED

**Automobiles, etc.**—H. A. Wilton van Reede, P. O. Box 24, Velp, Gederland, Holland.—To represent mfrs. automobiles and accessories.

**Bearings (Thrust).**—Burnsville Electric Co., R. W. Wilson, Secy., Burnsville, N. C.—Names and addresses dealers in thrust bearings.

**Brick.**—See Building Material.

**Bucket.**—See Contractors' Equipment.

**Boiler.**—John G. Duncan Co., 308 W. Jackson Ave., Knoxville, Tenn.—Dealers' prices on tubular boiler, good for 100, 125 and 150 lbs. steam pressure; give location; immediate shipment.

**Boiler.**—W. C. Boren, Chrmn. County Commissioners, Pomona, N. C.—Prices on 80 H. P. boiler for quarry.

**Boiler.**—Warner, Moore & Co., Richmond, Va.—Data and prices on return-tubular boiler; 72-in. diam.; 16-ft. long; price separately front, back and grate bars; state make, condition and guaranteed cold-water pressure.

**Boiler Front.**—Warner, Moore & Co., Richmond, Va.—Data and prices on cast-iron boiler front for boiler 72 in. diam.; 16-ft. long.

**Boilers.**—Kelly Drydock & Shipbuilding Co., Conti and Commerce Sts., Mobile, Ala.—Boilers for machine shop to repair ocean steamers.

**Boilers.**—Kelly Drydock & Shipbuilding Co., Conti and Commerce Sts., Mobile, Ala.—Air compressors for machine shop.

**Boxes.**—Southern Ink & Paste Co., A. Cohen, Propr., 256 Randolph St., Savannah, Ga.—Names and addresses mfrs. corrugated and wooden boxes for packing inks, pastes and mucilages.

**Brick Machinery.**—M. M. Locke, Box 573, Sherman, Tex.—Data and prices on small size machines to mfr. brick and tile.

**Bridge Construction.**—Rapides Parish Police Jury, J. F. Ball, Prest., Alexandria, La.—Bids until Aug. 9; steel bridge with concrete abutments over Calcasieu River; plans, etc., with Ira W. Sylvester, Engr.

**Bridge Construction.**—Lauderdale County Supervisors, Geo. F. Hand, Clerk, Meridian, Miss.—Bids until Aug. 9; steel bridge on Dixie-Overland Highway across Cow Creek; steel bridge across Burwell Creek; concrete bridge on Dixie-Overland Highway; plans, etc., with Chancery Clerk.

**Bridge Construction.**—North Carolina State Highway Comsn., Div. Office, Greensboro, N.

C.—Bids until Aug. 25; construct reinforced concrete bridge over Yadkin River between Montgomery and Stanly counties; Federal-aid Project No. 116; 3 open spandrel ribbed arches of 146 ft., 3 in. span, and 14 deck-girder approach spans of 40-ft. each; 3984 cu. yds. concrete; 362,190 lbs. reinforcing steel; plans, etc., from W. S. Falls, Highway Engr., Raleigh, N. C.

**Bridge Construction.**—Stewart County, Commrs. Roads and Revenues, J. V. Castleberry, Clerk, Lumpkin, Ga.—Bids until Aug. 10; 2 reinforced concrete deck-girder type bridges on Lumpkin-Richland road; two 30-ft. and one 28-ft. spans; Federal-aid Project 163; plans, etc., on file at Lumpkin, with Div. Engr., Americus, Ga., and State Highway Engr., Atlanta, Ga.

**Broom Machinery.**—E. O. Heritage, Statesville, N. C.—Names and addresses mfrs. broom machinery.

**Building Material.**—Rev. A. J. Kroelinger, Clearwater, Fla.—Information from dealers in building materials for erection of \$100,000 church and pastorium, including face brick.

**Building Material.**—F. A. Hullett & Son, Meridian, Miss.—Wire glass, ventilators and roofing for warehouse; 65x150 ft.; 2 stories.

**Building Material.**—Buyck & Buyck, St. Matthews, S. C.—Prices on building material, brick and metal roofing.

**Cans.**—P. N. Williams, Biscoe, N. C.—Names and addresses of mfrs. tin cans for fruits and vegetables.

**Cane.**—V. V. Dupratt, care Dixie Crib Co., 836 Mississippi Blvd., Memphis, Tenn.—Names and addresses mfrs. cane for chair seats and sides; sheet form; fancy, with holes.

**Cars.**—W. C. Boren, Chrmn. County Commissioners, Pomona, N. C.—Four 1½-yd. tram cars; 3-ft. gauge.

**Cars.**—Atlanta Machinery Exchange, J. K. Deloach, Mgr., 308 Austell Bldg., Atlanta, Ga. Logging and flat cars; both narrow and standard gauge, up to 80,000 lbs. capacity.

**Clothing.**—Shenandoah Union Store Corp., F. A. Lankford, Mgr., Shenandoah, Va.—Names and addresses dealers of union-made overalls, shirts, gloves and tailor-made clothing.

**Coal.**—H. A. Wilton van Reede, P. O. Box 24, Velp, Gederland, Holland.—To correspond with Alabama coal operators for shipping export coal to Holland via New Orleans.

**Contractors' Equipment.**—Gilbert D. Von

Phul, Engr.-Contr., Hibernia Bank Bldg., New Orleans, La.—Orange peel bucket, 9 cu. ft.

**Coops.**—P. N. Williams, Biscoe, N. C.—Names and addresses mfrs. poultry coops.

**Copper Ingots, etc.**—Supplies Importing Corp., Waren-Import Gesellschaft m. b. h. Berlin N. W. 7, Unter den Linden 51-52, Berlin, Germany.—Names and addresses mfrs. copper ingots, pigs, bars, etc.; cotton (manufactured); cotton waste; cottonseed-oil cake; cake meal; furs and skins; glazed kids; lard; illuminating and lubricating oils; tobacco (manufactured); spirits turpentine; wheat.

**Crane.**—U. S. Engineer Office, St. Louis, Mo.—Bids until Aug. 21; steel traveling yard bridge crane for handling iron ore, coal, etc., from barges.

**Cranes.**—H. A. Wilton van Reede, P. O. Box 24, Velp, Gederland, Holland.—To represent mfrs. of and dealers in cranes for loading and unloading vessels.

**Crusher.**—See Quarry Equipment.

**Drainage System.**—Hickman County Drainage Commrs., H. M. Cresp, Prest., Hickman, Ky.—Bids until Aug. 20; construct drainage system in Brush Creek Dist., Hickman and Graves counties; main canal 48,200 ft. long; 3 laterals 3300 ft. long; 291,798 cu. yds. excavation; plans, etc., with Commrs. and J. A. Porter, Engr.

**Drilling Equipment.**—Continental Petroleum Corp., C. F. Somerville, Engr., 210 5th Ave., Huntington, W. Va.—Drilling equipment for 3 to 10 tests in Kentucky shallow oil fields; bids probably Oct. 1 to 15.

**Drilling Machine.**—R. P. Johnson, Wytheville, Va.—Star drilling machine and traction; prefer 5½ to 6-in. bits; 600 to 800-ft. capacity; second-hand.

**Drykiln.**—See Sawmill Equipment.

**Electrical Equipment.**—City of Oxford, Miss., Louis Stephens, Clerk.—200 K. W. unit or two 100 K. W. units; D. C., 2300-volt, 3-phase, 60-cycle.

**Engine.**—Warner, Moore & Co., Richmond, Va.—Data and prices on 90 to 100 H. P. slide-valve engine; state cylinder size, speed, age, condition, etc.

**Engine.**—W. C. Boren, Chrmn. County Commrs., Pomona, N. C.—Prices on 50 H. P. engine and steam-hoisting engine without boiler; for quarry.

**Engines.**—Kelly Drydock & Shipbuilding Co., Conti and Commerce Sts., Mobile, Ala.—

Engines for machine shop to repair ocean steamers.

**Funnel, etc.**—Warner, Moore & Co., Richmond, Va.—Data and prices on funnel and stack for boiler 72 in. diam. and 16 ft. long.

**Garage Machinery.**—Espy-Allen Motor Co., Geo. D. Espy, Mgr., Summerville, Ga.—Bids until Nov. 1; garage machinery.

**Gasoline Equipment.**—Otto M. Seibold, 12th and Ohio Sts., Oshkosh, Wis.—Names and addresses mfrs. of equipment to extract gasoline from natural gas; absorption or compression process; also data relative to extraction.

**Gear (Ring).**—D. D. Roberts, Perry, Fla.—Ring gear; about 36-in. diam.; made from  $1\frac{1}{2} \times 1\frac{1}{2}$  stock; teeth to be 1-in. at shoulder;  $\frac{1}{2}$ -in. thick at point; 4 small wheels to match.

**Generator.**—Electrical Equipment & Machinery Co., 714 Van Buren St., Chicago, Ill. 75 to 100 K. W. 220-volt 60-cycle 3-phase generator; direct connected to Corliss or automatic engine.

**Gin (Moss).**—C. D. Burnett, Seffner, Fla.—Moss gin.

**Hammer.**—Cypress Lumber Co., Apalachicola, Fla.—1500-lb. pile-driver hammer; about 16 in. between leads with 6-in. leads.

**Heating Plant.**—Board of Education, G. W. Garner, Secy., Memphis, Tenn.—Bids until Aug. 9 for installing radiation in Porter School.

**Heating Plant.**—Jas. H. Edmonds Co., 1403 Gray Ave., Houston, Tex.—Information on heating plant for \$60,000 apartment-house of 12 apartments.

**Heater (Water).**—W. C. Boren, Chrmn. County Commrs., Pomona, N. C.—Prices on water heater for quarry.

**Heating Plant.**—Board of Awards, City Hall.—Bids until Aug. 4 to install heating equipment in School No. 14; proposals received at office Richard Gwinn, City Register, City Hall.

**Hoop-coiling Machines.**—Leigh Banana Case Co., 2230 S. Union Ave., Chicago, Ill.—3 second-hand completely equipped Michels hoop-coiling machines; first-class running condition.

**Hoist.**—Joseph Stolz & Son, 841 E. 136th St., New York.—Chain hoist; 5-ton preferred.

**Laundry Machinery.**—Giddens Automatic Clock Co., H. R. Marshall, Box 154, Wilson, N. C.—Names and addresses mfrs. laundry machinery.

**Ice-cream Equipment.**—See Tables (Cutting.)

**Ice Plant.**—Powell Land & Lumber Co., W. H. Shook, Prest., Rusk, Tex.—Data and information on construction of ice plant.

**Iron Frame.**—Warner, Moore & Co., Richmond, Va.—Data and prices on iron frame work for building; 30 to 60 ft. wide and 50 to 125 ft. long; state location and condition.

**Labels.**—P. N. Williams, Biscoe, N. C.—Names and addresses mfrs. of labels for tin cans.

**Laundry Equipment.**—State Board of Control, Austin, Tex.—Bids opened Aug. 9; machinery, plumbing, wiring, etc., for laundry building at State Epileptic Colony, Abilene, Tex.; plans, etc., with C. H. Page & Bro., Architects, Austin, Tex.

**Laundry Equipment.**—Purchasing Officer, Room 320 District Bldg., Washington, D. C. Bids until Aug. 13; laundry equipment at House of Detention, Police Dept.; plans, etc., on file.

**Leather, etc.**—Maxime O. Buceianti, 73A, Rue Fouad 1 er-Alexandria, Egypt.—To represent mfrs. of and dealers in: Leather and skins for shoes; hats; silk goods; paper and

envelopes; essential and synthetic oils for perfumes and cordials.

**Levee Construction.**—Mississippi River Comsn., First and Second Distls., Customhouse, Memphis, Tenn.—Bids until Aug. 16; construct 700,000 cu. yds. earthwork in Upper and Lower St. Francis and White River Levee Distls.

**Locomotive.**—T. J. Lane Equipment Co., E. E. Patton, Secy.-Treas., 1024 W. Main St., Springfield, O.—40 or 50-ton standard-gauge saddle-tank locomotive for switching service in Ohio.

**Locomotive.**—John G. Duncan Co., 308 W. Jackson Ave., Knoxville, Tenn.—Dealers' prices on 150 to 200 H. P. locomotive; give location; immediate shipment.

**Locomotives.**—Atlanta Machinery Exchange, J. K. Deloach, Mgr., 308 Austell Bldg., Atlanta, Ga.—Locomotives; both narrow and standard gauge, up to 40 tons.

**Lumber.**—Nicholas S. Triphon, Rue Saint Mark No. 1, Alexandria, Egypt.—To represent manufacturers and exporters of lumber; mahogany, oak, walnut, pitch pine, etc.

**Machine Tools.**—Joseph Stolz & Son, 841 E. 136th St., New York.—Power punch and shear; capacity 1-in. hole through 1-in. stock; send quotations with cuts and descriptive data.

**Machine Tools.**—Kelly Drydock & Shipbuilding Co., Conti and Commerce Sts., Mobile, Ala.—Machine tools for plant to repair ocean steamers.

**Mask (Dustproof).**—Carolina Milling Co., M. S. Stackhouse, Secy., Dillon, S. C.—Names and addresses mfrs. dustproof masks equipped with air tank; to cover entire head and be worn when bagging hay; may be similar to gas masks used by soldiers.

**Meters.**—Norville Bros., 63 St. Francis St., Mobile, Ala.—Names and addresses mfrs. water meters or other liquid meters.

**Motor.**—Piedmont Electric Co., Wm. Farr, Prest. and Gen. Mgr., Asheville, N. C.—40 H. P. slip-ring type motor; 900 R. P. M.; 220 volts; complete with starter.

**Motors.**—Espy-Allen Motor Co., George D. Espy, Mgr., Summerville, Ga.—Bids until Nov. 1; electric motor and rectifier for garage.

**Motors.**—White Furniture Co., W. E. White, Prest., Mebane, N. C.—Motors for furniture factory.

**Motors.**—Blue Ridge Lumber Co., P. O. Box 42, Lynchburg, Va.—New or second-hand one or two  $\frac{7}{8}$  H. P. electric motors; 220 volts, 60-cycle, 3-phase, 1800 R. P. M., alternating current; complete with starter and base, without pulley; state condition and quickest shipment.

**Motor.**—Harry W. Motter, Electrical Engr., Lehman Bldg., York, Pa.— $3\frac{1}{2}$  H. P. or 5 H. P. 1200 R. P. M. 3-phase 60-cycle 220-volt slip-ring motor; with pulley and base only.

**Nails.**—See Roofing.

**Pails (Wooden).**—Appalachian Packing Co., Asheville, N. C.—Names and addresses mfrs. wooden pails for apple butter.

**Paving.**—City, L. L. Stidger, Clk., Moundsville, W. Va.—Bids opened Aug. 9; pave Tomlinson Ave.; vitrified brick; specifications, etc., on file.

**Pottery Equipment.**—South Indian Agency Corp., Dutt's Buildings, Malabar Coast, Calcutta, India.—To represent mfrs. of mch. for tile and ceramic and pottery articles; will require 2 stoneware pipe-making machine with dies 3 to 10 in.; 2 upright jolley and 1 combined jolley and tating machine; 4 jolley and 1 power thrower wheel and 1 plunging machine; 2 disintegrator (powdering stones) and 1 pug and grinding combined; 6-in. pan, edge roller mill, magnetic

clay separator, still press; 2 alsing cylinder inlaid with porcelain bricks; wooden filter press, daily capacity 1 ton, with pump complete; sifting machine with 100 to 120-mesh lawns.

**Paving.**—City of Palestine, Tex., A. L. Bowers, Mayor.—Bids until Aug. 16; construct 100,000 sq. yds. pavement; plans, etc., from City Engr.

**Paving.**—City of Dothan, Ala., R. W. Lisenby, Clk.—Bids until Aug. 23; construct 8912 sq. yds. paving and 192 lin. ft. stone headers; brick, bitulithic, asphalt, wood blocks, vibrolithic or concrete; plans, etc., on file.

**Paving.**—City of Columbia, S. C.—Bids until Aug. 24; pave Main St. from Scott St. to northern city limits; 19,000 sq. yds. roadway, 6000 sq. yds. sidewalk, 3000 cu. yds. excavation; brick, bitulithic or sheet asphalt on concrete base or plain concrete paving; plans, etc., from F. C. Wyse, City Engr.

**Paving.**—City, R. C. Semple, Acting Mayor, El Paso, Tex.—Bids until Aug. 5; pavement on Louisville St.; specifications, etc., with City Engr.

**Paving, etc.**—City Commrs., W. H. Hunt, Commr. Public Works, Biloxi, Miss.—Bids until Aug. 16; 7 ml. street pavement; bitulithic, brick, sheet asphalt, asphaltic concrete, penetration, asphaltic concrete, mixed, larvia macadam, concrete pavement; water mains; sewer connections; seawall and shore protection along Beach Front; plans, etc., on file at Biloxi and with Massena L. Culley, Engr., Jackson, Miss.

**Paving.**—City Comsn., Bogalusa, La.—Bids until Aug. 30; 70,746 sq. yds. pavement; 34,767 lin. ft. combination curb and gutter; plans, etc., with City Clerk, Bogalusa, and J. W. Billingsley, Consit. Engr., 700 Interstate Bank Bldg., New Orleans, La.

**Piping.**—Baltimore (Md.) Board of Awards. Bids until Aug. 11; furnish vitrified terra-cotta sewer pipe; plans, etc., from A. E. Christhill, Highways Engr.

**Pump.**—City of McDonough, Ga., John D. Hightower, Clerk.—Deep well pump; electric power.

**Pumps (Steam).**—Supt. of Lighthouses, Charleston, S. C.—Bids until Aug. 20; 2 vertical duplex steam pumps; information on application.

**Pumps, etc.**—Bureau Yards and Docks, Navy Dept., Washington, D. C.—Bids until Aug. 25; furnish and install forced draft fans and ducts, closed feed-water heater, boiler-feed pumps, steel flue, coal bunkers with coal weighers, etc., in connection with installation of two 600 H. P. boilers in power plant at Navy-yard, Charleston, S. C.; specification 4252; drawings, etc., on application.

**Pumps, etc.**—Panama Canal, A. L. Flint, Gen. Purchasing Officer, Washington.—Bids until Aug. 10 to furnish: Duplex pumps; steel chain; anvil; hacksaw blades; chisels; chain clamps; glass cutters; dies; drills; putty knives; punches; hand planes; pressure gauges; wire netting; ignition cable; automobile bells; locks; catches; horseshoe nails; broilers; aluminum-ware; stepladders; plate glass; belt lacing; leather packing; rubber hose; asbestos packing; asbestos gaskets; grinding compound; fiber door mats; bituminous solution; drain boards. Blank forms and information (Circular 1393) on application to offices of: Panama Canal; Asst. Purchasing Agents at New York, New Orleans and San Francisco; United States Engr. offices throughout country.

**Quarry Equipment.**—W. C. Boren, Chrmn. County Commrs., Pomona, N. C.—Prices on rock crusher, screen and elevator; steam drills.

**Rails.**—J. R. Stroud, Groesbeck, Tex.—2



miles relaying rails to put in spur for rock quarry.

**Rails.**—J. G. Tilley Co., Bristol, Va.—56-lb. relay rails for delivery in Virginia and West Virginia; also several tons 20 to 70-lb. relay rails for Eastern and Southern delivery.

**Rails.**—Atlanta Machinery Exchange, J. K. Deloach, Mgr., 308 Austell Bldg., Atlanta, Ga.—Prices on relay rails; both light and heavy.

**Rails.**—W. C. Boren, Chrmn. County Commissioners, Pomona, N. C.—11,000 ft. 50-lb. relay rail.

**Reamer.**—Roberts Auto Appliance Co., Perry, Fla.—Names and addresses mfrs. automobile shaft reamers.

**Rectifier.**—See Motors.

**Road Construction.**—Lee County Comms., W. S. Turner, Chrmn., Fort Myers, Fla.—Bids until Aug. 9: grade and hard-surface 6 mi. road in Special Road and Bridge Dist. 4; local shell; plans, etc., with R. P. Ransom, County Engr.

**Road Construction.**—Williamson County, H. A. Hodges, Auditor, Georgetown, Tex.—Bids opened Aug. 3: 8.5 mi. Georgetown-Lampasas road; plans, etc., with R. A. Nichols, Highway Engr.

**Road Construction.**—Limestone County, J. E. Bradley, Judge, Groesbeck, Tex.—Bids until Aug. 10: 23.37 mi. Highway 4; plans, etc., with Fred P. Holt, County Engr., and State Highway Dept., State Office Bldg., Austin, Tex.

**Road Construction.**—Garland County Commissioners, Road Improvement Dist. 4, Charley Allison, Secy., Hot Springs, Ark.—Bids until Aug. 18: 1.78 mi. bituminous macadam surface and 7.02 mi. gravel surface road; 12,800 sq. yds. bituminous macadam surface; 11,336 cu. yds. gravel surface; plans, etc., with Grover C. Smith, Engr., Hot Springs; Pritchett & Fry, Const. Engrs., 203 Riegler Bldg., and State Highway Comsn.; both Little Rock, Ark.

**Road Construction.**—State Highway Commission, Div. Office, Asheville, N. C.—Bids until Aug. 10: 7 mi. Western North Carolina-Eastern Tennessee-Southwest Virginia Highway between Cranberry and Plumtree; 20-ft. graded road with water-bound macadam surface, 16 ft. wide; Project 100B; Avery County; specifications, etc., on file at Raleigh, N. C.

**Road Construction.**—State Highway Commission, Div. Office, Asheville, N. C.—Bids until Aug. 10: 2.946 mi. gravel road in Yancey County; Project 96; specifications, etc., on file at Raleigh, N. C.

**Road Construction.**—State Highway Commission, Div. Office, Asheville, N. C.—Bids until Aug. 10: 6.177 mi. road between Waynesville and Jackson County line; Haywood County; Project 66; specifications, etc., on file at Raleigh, N. C.

**Road Construction.**—Webster County Commissioners, Webster Springs, W. Va.—Bids until Aug. 24: construct, grade and drain 3.3 mi. in Fork Lick Dist.; 50,000 cu. yds. excavation; plans, etc., from Jack W. Hancock, County Road Engr.

**Road Construction.**—Richland County Permanent Roads Comsn., 1202½ Main St., Columbia, S. C.—Bids until Aug. 19: construct 5 mi. Two Notch road; 46,039 sq. yds. surfacing; 478 lin. ft. 18, 24 and 30-in. vitrified clay pipe culvert; 24,733 cu. yds. excavation; cement concrete, asphalt concrete on cement concrete or roll stone base or sheet asphalt on cement concrete base; plans, etc., from Roads Comsn. and State Highway Comsn., Commercial Bank Bldg.

**Road Construction.**—State Highway Commission, Div. Office, Asheville, N. C.—Bids

until Aug. 10: 8.95 mi. gravel road in Watauga County on Boone Trail; 22-ft. grade and 16-ft. surface; Project 41; specifications, etc., on file at Raleigh, N. C.

**Road Construction.**—Avoyelles Highway Comsn., Emil Regard, Chrmn., Marksville, La.—Bids until Aug. 23: grade and construct reinforced cement concrete drainage structures on 1 4-10 mi. Grande-Ecbe Highway and .75 mi. Dyke Highway; W. E. Atkinson, Parish Engr.

**Road Construction.**—State Roads Comsn., 601 Garrett Bldg., Baltimore, Md.—Bids opened Aug. 9: 22 mi. E. Patrick St.; Frederick County, Contract F-37; plans, etc., on file.

**Road Construction.**—Buchanan County Comms., St. Joseph, Mo.—Bids until Aug. 20: 20.02 mi. one-course cement concrete road; \$1,006,615; J. D. Mohler, Engr.

**Road Construction.**—Highway Dept., Board State Engrs., 332 Maison Blanche Bldg. Annex, New Orleans, La.—Bids until Aug. 23: 8.35 mi. Covington-Hammond road, Section A; 12.51 mi. Covington-Sliddell road, Section C; 13.10 mi. Covington-Sliddell road, Section D; 5.93 mi. Sliddell-Pearl River road, Section E; St. Tammany Parish; plans, etc., with Duncan Bule, State Highway Engr., New Orleans, La.

**Road Construction.**—Highway Dept., Board State Engrs., 332 Maison Blanche Bldg. Annex, New Orleans, La.—Bids until Aug. 23: construct 13.37 mi. Marksville-Alexandria road, Section A; 11.79 mi. Marksville-Melville road, Section C; Avoyelles Parish; plans, etc., with Duncan Bule, State Highway Engr., New Orleans, La.

**Road Construction.**—State Dept. Highways, Nashville, Tenn.—Bids until Aug. 20: grading and drainage structures under 20-ft. span on 14.544 mi. State Highway 36 between McKenzie and Dresden; plans, etc., on file at Nashville and with County Court Clerk, Dresden, Tenn.

**Road Construction.**—Dist. Engr., Bureau Public Roads, U. S. Dept. Agriculture, Washington, D. C.—Bids until Aug. 17: 20.9 mi. Three States National Forest road within Nantahala National Forest, counties of Rabun (Ga.), Macon (N. C.) and Oconee (S. C.); plans, etc., with Vernon G. Peirce, Dist. Engr., 506 Willard Bldg., Washington, D. C.; G. T. Macnab, Sr., Highway Engr., Commercial National Bank Bldg., Raleigh, N. C.; R. W. Shields, Forest Supvr., Franklin, N. C., and Verne Rhoades, Forest Supvr., Oates Bldg., Asheville, N. C.

**Road Construction.**—State Dept. Highways, Nashville, Tenn.—Bids until Aug. 20: grading and drainage structures on 9.94 mi. State Highway 3 between Cheatham County line and Burns, Dickson County; plans, etc., on file at Nashville and with County Court Clerk, Charlotte, Tenn.

**Road Construction.**—State Highway Commission, Div. Office, Asheville, N. C.—Bids until Aug. 10: 4.97 mi. Western North Carolina-Eastern Tennessee-Southwest Virginia Highway, connecting Spruce Pine with Yancey County line; Project 94-B; 20-ft. roadway; specifications, etc., on file at Raleigh, N. C.

**Road Construction.**—State Highway Commission, Div. Office, Asheville, N. C.—Bids until Aug. 10: 2.458 mi. Dixie Highway in Madison County; graded road 22 ft. wide with 16-ft. gravel surface; Project 107; specifications, etc., on file at Raleigh, N. C.

**Road Construction.**—State Highway Commission, Div. Office, Asheville, N. C.—Bids until Aug. 10: 10.255 mi. section Asheville-Charlotte-Wilmington Highway between Forest City and Green Hill; Rutherford County; 28-ft. grade with 16-ft. surface;

Project 78-B; specifications, etc., on file at Raleigh, N. C.

**Road Construction.**—Rapides Parish Police Jury, J. F. Ball, Prest., Alexandria, La.—Bids until Aug. 9: grade 12 mi. model road; bridges; culverts; plans, etc., with Ira W. Sylvester, Engr.

**Road Construction.**—State Dept. Highways, Nashville, Tenn.—Bids until Aug. 29: 16.304 mi. State Highway 7 between Davidson County line and Murfreesboro in Rutherford County; 191,311 sq. yds. bituminous macadam penetration; plans, etc., on file at Nashville and with County Court Clerk, Murfreesboro.

**Road Construction.**—Potter County, R. C. Johnson, Judge, Amarillo, Tex.—Bids until Aug. 20: 24.7 mi. highway; 20-ft. width, gravel base; 18-ft. width with 2-in. topping of bituminous concrete or rock asphalt.

**Road Grader.**—John Sutherland, County Auditor, Marlin, Tex.—Road grader, 12-ft. blade with adjustable offset engine pole, 24-in. cable, seat for operator; delivery Marlin or Lott, Tex.

**Roofing.**—See Building Material.

**Roofing.**—U. S. Engineer Office, Wheeling, W. Va.—Bids until Aug. 12 for 150 squares red composition roofing, 50 squares 3-ply composition roofing, 68 squares composition roofing shingles and 400 lbs. galvanized roofing nails.

**Sawmill Equipment.**—Bell Lumber Co., D. E. Conley, Prest., Rocky Gap, Va.—Drykiln, blower system, 6-in. molds, rip-saw, scraper, resaw.

**Scrapers.**—John Sutherland, County Auditor, Marlin, Tex.—No. 2 Monarch D. B. scrapers, per doz.; delivery Marlin or Lott, Texas.

**Seawall.**—City Comms., W. H. Hunt, Commr. Public Works, Biloxi, Miss.—Bids until Aug. 16: seawall and shore protection along Beach Front; plans, etc., on file at Biloxi and with Massena L. Culley, Engr., Jackson, Miss. (See Paving, etc.)

**Sewage-disposal Plant.**—City School Trustees, E. L. Ray, Prest., Kosciusko, Miss.—Bids until Aug. 2: install sewage-disposal plant in school building; plans, etc., from Bem Price, Archt., Jefferson County Bank Bldg., Birmingham, Ala.

**Sewage Ejector.**—Treasury Dept., Jas. A. Wetmore, Acting Supervising Archt., Washington, D. C.—Bids until Aug. 27: install sewage ejector at U. S. Postoffice and Court-house, Del Rio, Tex.; plans, etc., on file or from Custodian at Del Rio, Tex.

**Sewers.**—Town of Bennettsville, S. C., T. C. Crossland, Mayor.—Bids until Aug. 16: construct ¾ mi. storm sewers; plans, etc., from Harwood Beebe, Engr., Spartanburg, S. C.

**Steel Bars.**—Gilbert D. Von Phul, Engr., Contr., Hibernia Bank Bldg., New Orleans, La.—2 steel bars, 3½ in. square, 18 ft. long; would accept 20-ft. lengths.

**Steel, Motors, etc.**—Panama Canal, A. L. Flint, Gen. Purchasing Officer, Washington.—Bids until Aug. 19 to furnish: Steel; motors; hoist; platform scales; axes; hacksaw blades; files; wire lath; copper cloth; hose nozzles; harness; mattress tufts; lamp chimneys; rattan brooms; scrub brushes; automobile tires and tubes; boiler lagging; soap; paper towels; cabinet perforators; drawing, bond, writing and mimeograph paper; enamel and garbage cans. Blank forms and information (Circular 1394) on application to offices of: Panama Canal; Asst. Purchasing Agents at New York, New Orleans and San Francisco; United States Engr. offices throughout country.

**Steel Hull.**—Mississippi River Comsn, First and Second Dist., Custom-house, Memphis,

Tenn.—Bids until Aug. 26; furnish steel hull for U. S. S. Chisca; information on application.

**Stump Puller.**—S. M. Findley, Oak Park, Ga.—Names and addresses mfrs. steam power stump puller for Southern yellow pine stumps.

**Switch (Railroad).**—J. W. Marshall, West Point, Va.—Switch for small railroad.

**Tank.**—Central Timber Sawmill Co., Bennettsville, S. C.—Metal tank, capacity 20,000 to 25,000 gallons; elevated about 100 ft.; delivery Ayers, S. C.

**Tanks.**—Warner, Moore & Co., Richmond, Va.—Data and prices on 500-gal. capacity wood or iron tank; 1000-gal. capacity iron or wood water tank.

**Tables (Cutting).**—Fayetteville Ice & Mfg. Co., A. E. Dixon, Gen. Mgr., Fayetteville, N. C.—Ice-cream cutting tables.

**Tile Machinery.**—See Brick Machinery.

**Tubes (Tin).**—Southern Ink & Paste Co., A. Cohen, Propr., 256 Randolph St., Savannah, Ga.—Names and addresses mfrs. tin tubes for pastes and mucilages.

**Ventilators.**—See Building Material.

**Wallboard.**—Jas. H. Edmonds Co., 1403 Gray Ave., Houston, Tex.—Information on wallboard for apartment-house.

**Water-works.**—City of Fayette, Mo., Thos. R. Moore, Clerk.—Bids until Aug. 12; construct reservoir and extend mains; plans, etc., from Johnson & Benham, Engrs., Firestone Bldg., Kansas City, Mo.

**Water-works.**—Town of Bedford, Va., A. J. Canther, Mayor.—Bids until Aug. 10; improve water-works; concrete coagulating basin, steel tower and tank, electrical-driven pump, piping, brick and concrete filter building, etc.; plans, etc., from Deihl & Vance, Consult. Engrs., Norfolk, Va.

**Wharf.**—Comms. Port New Orleans, W. O. Hudson, Prest., 200 New Orleans Court Bldg., New Orleans, La.—Bids until Aug. 17; extend Pauline St. freight wharf; plans, etc., with Arsene Perrilliat, Ch. Engr.

**Wire.**—Marine Corps, Quartermaster's Department, Washington, D. C.—Bids until Aug. 10; furnishing 1250 lbs. copper wire, No. 8 solid conductor, triple braided, for Regimental Quartermaster, 15th Regiment, U. S. M. C.; delivery to Depot Quartermaster, C. L. McCawley, Charleston, S. C.; proposal blanks, etc., on application.

**Wire, etc.**—Panama Canal, A. L. Flint, Gen. Purchasing Officer, Washington.—Bids until Aug. 16 to furnish: Brass wire; copper wire; bronze rope; brass tubing; pipe fittings; valves; nails; axes; hammers; hatchets; hand saws; miter boxes; reamers; screw-drivers; stocks and dies; taps; vises;

scissors; window glass; fire bricks; bicarbonate of soda; sulphur; lumber; millwork and bicycle tires. Blank forms and information (Circular 1395) on application to offices of: Panama Canal; Asst. Purchasing Agents at New York, New Orleans and San Francisco; United States Engr., offices throughout country.

**Wire Glass.**—See Building Material.

**Woodworking Equipment.**—White Furniture Co., W. E. White, Prest., Mebane, N. C.—Woodworking equipment, including motors, etc.

## Railroad Construction

### Railways.

N. C., Sylva.—The Luck Company of Harlan, Ky., has been awarded 15 mi. of railroad work (to begin Aug. 1) by the Blackwood Lumber Co. of Roanoke, Va., line to connect with Southern Railway at Sylva and extend to 45,000 acres of hardwood timber.

S. C., Edgefield.—Edgefield Chamber of Commerce is taking steps looking toward construction of a railroad from Edgefield to Greenwood and Saluda, S. C., about 45 mi. J. Wm. Thurmond is Chrmn. of R. R. Com.

Tex., Eastland.—Ringling, Eastland & Gulf R. R. will be extended northward out of Wayland and southward out of either Mangum or Carbon, John Ringling, Prest., having ordered surveys for three tentative lines out of Wayland and two out of Mangum. C. H. Chamberlain is Chief Engr.

Tex., San Antonio.—Reported that 4 mi. of railroad will be built at Fort Sam Houston, near San Antonio, in connection with new warehouse plans. Address the Commanding Officer.

W. Va., Elm Grove.—Morgantown & Northwestern Railroad Co. of Elm Grove chartered, capital \$100,000, to build from Granville to Laurel Run, in Monongalia County, about 15 mi. Inceptors: Lester Ridenour, C. C. Fulwider, H. E. Penrod, A. L. McMeans and J. S. Tuttle, all of Charleston, W. Va.

W. Va., Morgantown.—Monongalia & Northwestern Rwy. Co. of Morgantown, capital \$100,000, chartered to build a line from Madsville to Bowly, in Monongalia County, about 5 mi. Inceptors: James A. Paisley of Lake-wood; Thomas Skillern of Whittier; Charles S. Paisley of Charleston, W. Va.; Ross I. Davis of Pittsburgh; John J. Snure of Ward, and John M. Kennedy of Parnassus, Pa.

### Street Railways.

Tex., El Paso.—El Paso Street Railway Co. will, it is reported, lay 3 mi. of double track on the Fort Bliss line.

It is noted that welded joints are employed on oil lines from 1 to 20 inches in diameter, with working pressures as high as 800 pounds or more, and that they have proved efficient and satisfactory. For repairing leaky or damaged lines the cutting blow-pipe is used. Moreover, where welded joints are employed, beveled pipe is used when necessary so that there will not be any interior projections to impede the passage of "go devils" used to clean the lines. The use of this special pipe, which is sold at the same price as ordinary pipe, is well within the range of skill of the experienced welder. Many of the new lines to be built in the Wyoming field will be welded. It is further stated that pipe with welded joints may be dropped into a trench, where it automatically conforms to the ground surface without developing even the least break or gas leak.

### Electric Dry-Type Glue Pot.

The Westinghouse Electric & Manufacturing Co. has placed upon the market, in addition to its line, an electrically heated dry-type glue pot in a two-quart size. It consists of a glue vessel of copper inside of a steel case. The glue pot may be easily removed for cleaning. Among its most important advantages are these: The water bath is eliminated. With the old wet-type there was always danger of the water evaporating, the glue being burned and the heater burning out. With the dry-type glue pot the current can be applied continuously without any danger of the heater burning out or the glue becoming overheated. The single-heat constant input heater gives the correct working temperature to the glue and does not need attention.

### Large Sale of Valuable Property.

An important sale of the properties of the Gottlieb-Bauernschmidt-Straus Brewing Co. of Baltimore will take place in this city on Tuesday and Wednesday, August 24 and 25, the several pieces of real estate and their equipment being offered separately, including three brewery plants, besides other related buildings, etc. There are also to be disposed of the securities of the Dukehart Manufacturing Co., ground rents, material, wood-will, etc., of the cereal beverage business that is now being conducted by the Gottlieb-Bauernschmidt-Straus Brewing Co. The sale is to be under a court decree, Arthur L. Spamer, special master, Sam W. Pattison & Co., 407 N. Howard St., Baltimore, are the auctioneers, who will give further information, as stated in another column, giving the exact time and places where the sale will be conducted.

### Business Compels New Plants.

The Heppes roofing division of the Richardson Company of Cincinnati is beginning construction of a new plant at Melrose Park, Ill. It will cost \$750,000 and is expected to be in operation by January 1 next. Three of the large buildings on this property will be equivalent to 100 by 1200 feet, and there will also be a boiler-house and a paint factory. The Heppes division, which makes the well-known roofing called "Flex-a-Tile House Tops," is now at 4500 Fillmore St., Chicago. The new site at Melrose Park will be at the junction of Lake St. and the Indiana Harbor Belt Railroad. Increasing business has compelled the enlargement. This company is also opening a new mill at New Orleans, La., and a slate quarry of its own at Flexatille, Ga., 40 miles northwest of Atlanta. The main office and plant of the company, which is at Lockland, a suburb of Cincinnati, covers 125 acres. The new plant at Melrose Park will include a specially designed laboratory for scientific research.

## INDUSTRIAL NEWS OF INTEREST

Items of news about industrial, railroad or financial interests, building operations, construction work municipal improvements, or the sale of machinery or the letting of contracts in the South or Southwest, are invited from our readers whether they are advertisers or subscribers or not. We invite information of this character from readers in the North and West about their Southern business operations, as well as from Southern readers. News of value will be published just as readily when from non-advertisers as from advertisers.

### Lunchroom and Cafeteria Outfits.

The Newman Manufacturing Co., Cincinnati, Ohio, manufacturers of ornamental and architectural brass, bronze and nickel-plate work, in addition to their regular business with banks, offices and theaters, are specializing in outfitting lunchrooms and cafeterias, and their literature contains strong arguments as to the need of nourishing food being served to workers in industrial plants, and the importance of serving it in clean and attractive surroundings. The United States Steel Corporation and its subsidiaries, independent steel mills and other far-sighted

concerns have established lunchrooms operated on the self-serve principle under ideally healthful conditions. The Newman Manufacturing Co. will be glad to answer inquiries relating to this branch of their products.

### Oxy-Acetylene for Welding Pipe Joints.

The rapid advance in the use of oxy-acetylene for welding pipe lines is attracting much attention among oil men and others, many of the foremost oil companies building and using oil-carrying lines with welded joints instead of screw joints, which latter are, however, retained by many corporations.

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

There will also be baseball grounds, tennis courts, swimming pools and clubhouses for the employees.

#### In New Quarters.

The office of the Sullivan Machinery Co. at Huntington, W. Va., is now located at 736 Third Ave. The old location was 841 Court St. A large supply of spare parts and equipment for Sullivan "Ironclad" coal cutters, hammer drills, etc., is carried in stock. The headquarters of the company are in Chicago.

#### Will Make Burlap Bags.

The new burlap bag department of the Western Bag & Burlap Co., 2437 to 2445 West 14th St., Chicago, will be open on or about August 15. It will manufacture new burlap bags of all sizes and weights. A complete, thorough and up-to-date machinery equipment has been installed. The company, in addition to making new bags, also handles second-hand bags of burlap.

### Trade Literature.

#### Hydro-Electric Development.

"Rivers in Harness." This pamphlet, issued by J. E. Sirrine & Co. of Greenville, S. C., and 331 Madison Ave., New York, relates to hydro-electric development for power and light purposes, which, it is remarked, has been made of increasing importance by a general deficiency of power, the increasing cost of fuel and labor and the low operating and maintenance cost of hydro-electric plants. The result of the great increase in the consumption of electric current is that there is no longer a problem of a one-hour peak load at a central station, but "It is all peak load for 12 or 14 hours, and in most populous districts nearly all of the available current is consumed every day, while in many places the supply is actually so deficient that it has to be rationed." The book is handsomely illustrated with pictures of installations in the South. Every page is interesting and instructive.

#### Electric Headlights, Etc.

The Electric Service Supplies Co., 17th and Cambria Sts., Philadelphia, Pa., have recently completed and perfected their line of Keystone locomotive headlight equipment and have listed and illustrated it in the form of a bulletin, No. 166. All of this material is brand-new and—particularly the Keystone turbo-generator and headlight switch—finds application in many fields other than that of steam railroads. This publication contains many superior pictures with complete descriptions and instances of adaptability for various purposes.

#### Valuable Uses of a Road Material.

"Special Uses for Tarvia" is the appropriate title of a booklet issued by the Barrett Company, the special uses including repair and maintenance of concrete roads and pavements, surface coating of concrete, repair and maintenance of bituminous macadam and other bituminous surfaces, repair and maintenance of macadam, application over worn brick pavement, treatment of wood block pavement, treatment of gravel roads, use of shoulders, for cold patching, for protective surfaces on plank bridge floors, for treatment of slippery pavements, walks and paths, adobe gravel and shell roads, use for gutters, etc. The book is handsomely and abundantly illustrated. There is also a little folder concerning Barrett paving pitch and tarvia MF for brick, wood block and granite block pavements.

#### Household Refrigerating Plants.

In a bulletin of modest dimensions the excellencies of the Norwalk refrigerating plants

for household service are adequately and interestingly described and illustrated. It is stated that these plants are adaptable to the needs of any home and they can be operated with perfect success by any housewife. They are made by the Norwalk Iron Works Co., South Norwalk, Conn.

#### Textile Mill Economy.

"Picks to the Minute," a pamphlet published by J. E. Sirrine & Co. of Greenville, S. C., and 331 Madison Ave., New York, deals with production and economical operation of textile mills. It remarks that six phases of mill operation furnish the greatest opportunities for increasing production through improvements, viz., machines, character of drive, air conditioning, light, power plant and arrangement of departments. Proper changes in these will, it is said, result in many advantages highly important, and especially when competition has to be met. The book is full of excellent material, including suggestions, and it is finely illustrated.

#### Air Compressors.

Pennsylvania Air Compressors, Class 3A—power driven, straight line, single stage—are the subjects of description and illustration in Form 100, issued by the Pennsylvania Pump & Compressor Co. of Easton, Pa. This publication gives a table of dimensions and capacities, and illustrations of compressors of this type, accompanied by full particulars.

#### Lubrication of Bearings.

"Bearings and Their Lubrication" is one of many educational papers which the Vacuum Oil Co., 61 Broadway, New York, publishes on technical subjects. It is remarked that this book of 31 pages has a wide circulation and is used as a textbook by many representative colleges and technical schools throughout the country. The different types of bearings used in machinery are considered separately and in detail, and the best methods for lubricating them are told. Bearing troubles are also dealt with and advice given, all of which will prove valuable to industrial and power plants, besides other establishments, including individuals having to do with machinery.

#### "Cylindrical Grinding."

A pocket-sized cloth-bound book of 47 pages, issued by the Norton Company, Worcester, Mass., is entitled "Principles of Cylindrical Grinding." It is written by Charles H. Norton, with an appendix on "Grain Depth of Cut," by George I. Alden. The book contains valuable facts and directions suggested by long experience with this kind of work, the text being accompanied by fitting illustrations. It will be found convenient and reliable.

#### Oil Well Chains.

Bulletin No. 308 of the Jeffrey Manufacturing Co., Columbus, Ohio, gives the facts about Jeffrey oil-well chains. Jeffrey SS-40 and SS-124 chains are made especially to meet the severe service conditions of driving drills, pulling casings, etc. The SS-40 chain is also used for Standard calf wheel rig irons. The bulletin fully illustrates and describes the many important features of their design and construction. It also shows interesting views of the chains in actual service on drilling rigs.

#### Storage Plants.

Weller Storage Plants are the subject of a fine Bulletin, No. 105, issued by the Weller Manufacturing Co., Chicago. These plants, consisting of unit type bins, are used by retail coal dealers, road contractors, concrete workers, and in general construction. Other Wel-

ler products are also described and illustrated in the book, these including stone and ore elevators, elevator buckets, track hoppers and automatic feeders, power shovels, revolving screens, bin gates, traveling cement unloaders, car pullers, belt conveyors, semi-automatic car unloaders, etc.

#### Corrugated Culverts.

Much valuable information is contained in a booklet issued by the Southern Metal Culvert Co., Salisbury, N. C., and bearing the title "Facts About Southern Corrugated Metal Culverts." Convincing data with illustrations are presented concerning the advantages of these culverts for road construction or for streets. Full particulars about the manufacture and installation of them are also given. There are also reproductions of photographs of a number of culverts in use.

#### A New Monthly.

"Builders" is a monthly which was established by Lockwood, Greene & Co. of Boston for the purpose of keeping members of their own organization in touch with their work, but friends outside have asked for copies, and it will now be sent to any clients who may be interested enough to ask for it. The current issue is very interesting and instructive. It is well illustrated and finely printed. An article by Albert L. Scott is the leader.

#### Ball-Bearing Twister Spindles.

The Allen Spindle Corporation, 80 Boylston St., Boston, Mass., manufacturers of the Allen ball-bearing twister spindles, have issued a pamphlet concerning their product, and which will be distributed to anyone interested. It tells all about these spindles, their origin and use. A picture showing heavy twisters equipped with the spindles is presented.

#### Dyehouse Ventilation.

Bulletin 721 of the Buffalo Forge Co. of Buffalo, N. Y., describes the company's new dyehouse apparatus with illustrations of actual installations. The pictures, presented in appropriate series, show clearly the advantages to be derived from the application of this apparatus for keeping dyehouses free from fog and other objectionable atmospheric conditions.

#### Two Excellent Periodicals.

"The Concrete Highway Magazine," June-July, 1920, and "Concrete Architecture and Engineering" for the same months, both being issued by the Portland Cement Association, are full of timely and important as well as interesting information. The pictures are fine half-tones, all of them accurate and entertaining.

#### Important in Industries.

"Flexible Shafts and Equipments" is the name of Catalog No. 20, issued by N. A. Strand & Co., 625 W. Jackson Blvd., Chicago, manufacturers. In the introductory remarks it is said that in this catalog it is the desire of the firm to bring to the notice of manufacturers in nearly all lines of industry the advantages in the use of the Strand flexible shaft equipments, and that the methods of manufacturing and operating these shafts are original and unique. By the use of these equipments it is asserted that grinding, polishing, sanding, drilling, reaming, tapping and many other operations may be done rapidly and accurately. The book is liberally and richly illustrated, the engraving and the printing being of the highest order. All necessary facts are given briefly and com-



prehensively. The catalog has a tasteful cover with lettering in gold.

#### Industrial Buildings.

A folder, having the title "Industrial Buildings at Matagorda," has lately been distributed by the J. G. White Engineering Corporation, 43 Exchange Place, New York City. It gives information and presents illustrations about the power plant, warehouse and machine shop and the model homes erected for the housing of workmen at the sulphur plant of the Texas Gulf Sulphur Co., Matagorda, Tex.

#### Flexible Steel-Armored Hose.

Sprague flexible steel armored hose for railroad service is a rubber hose completely covered by a galvanized, interlocking steel strip or armor. This armor, according to Bulletin No. 4453.1, issued by the Sprague Electric Works of the General Electric Co., is wound about the hose in such a manner that it allows extreme flexibility, at the same time protecting it from damage and increasing its life materially. Special types of this armored hose are made to suit different conditions of service. The illustrations in this publication are fine and the descriptions are complete and luminous. A small pamphlet of pocket size describes and illustrates this sort of hose for industrial work.

#### Meter Boxes.

"Southern Meter Boxes" is the appropriate title of Bulletin A just issued by the H. W. Clark Company of Mattoon, Ill., manufacturers of "everything for the water-works." This bulletin illustrates and describes the many types of Clark meter boxes adapted to use in all of the Southern States, and made to fit every locality and condition.

#### About Baling Presses.

A new catalog has just been issued by the Famous Manufacturing Co., East Chicago, Ind., describing a complete line of baling presses. These presses are in use in virtually every line of business in which the baling of scrap of one kind or another has to be done, including waste paper, rags, leather findings, shavings and sawdust, sheet metal, wire, etc. They are of superior strength and simplicity and are manufactured under basic patents in the company's own plant. A copy of this catalog will be sent to anyone who sends a request to the company. It is finely printed and handsomely illustrated.

#### Manual on Oxy-Acetylene.

One of the best treatises available concerning the use of oxy-acetylene around foundries, machine shops, etc., is the Oxweld Manual, which is published and distributed free by the Oxweld Acetylene Co. of Newark, N. J., Chicago and San Francisco. This handbook will be valuable to machinists who handle the acetylene blowpipe for any purpose, as it embodies the results of experience. The company, by the way, has received the distinguished service award from the War Department at Washington for its efficiency, energy and loyalty during the war.

## Financial News

### New Financial Corporations.

Fla., Kissimmee.—Merchants and Farmers' Bank, capital \$50,000, has applied for charter. J. F. Ange of Orlando, Pres.; N. C. Bryan and H. M. Breaker, V.-Ps.; R. A. Gates of Orlando, Cash.

Md., Baltimore.—Industrial Bank of Baltimore (at Curtis Bay, an industrial suburb)

began business Aug. 2; capital, \$200,000; surplus, \$50,000. C. L. Fuller, Pres.; Emil Elsel, V.-P.; Walter Dushane, Cash.

N. C., Biscoe.—Biscoe Bank & Trust Co., authorized capital \$50,000, paid in \$10,000, is incorporated. S. M. Robinson of Lowell, N. C., and others.

N. C., Columbia.—Columbia Insurance Co., authorized capital stock \$25,000, \$500 paid in; is chartered by B. F. Dennau, D. O. Newberry and Josie A. Sprull of Columbia.

N. C., Gastonia.—People's Bank of Gastonia, capital stock \$25,000, has applied for charter; to begin business Oct. 1. Incptrs. are S. N. Boyce, Thos. J. Brawley, J. Lee Robinson, R. N. Aycock and others.

N. C., Gatesville.—Planters' Savings Bank, capital authorized \$30,000, is incorporated. R. M. Riddick, Jr., B. L. Banks, Jr., and others.

S. C., Leesville.—Farmers & Merchants' Bank, capital \$50,000, will begin business Sept. 1. D. M. Crosson, Pres.; W. K. Shealy, V.-P.; J. J. Gall, Cash.

Tex., Brazos.—Brazos State Bank, capital stock \$25,000, authorized to begin business. W. L. Simmons, Pres.; George C. Jones, Cash.

Tex., Goose Creek.—Goose Creek State Bank, capital stock \$25,000, authorized to begin business. W. L. Thompson, Pres.; S. L. Ware, Cash.

Tex., Houston.—Bankers' Mortgage Company, capital stock \$2,000,000, chartered, to succeed the Bankers' Trust Company; officers unchanged. Jesse H. Jones, Pres.; N. E. Meador, W. F. Miller and F. J. Heyne, V.-Ps.; W. W. Moore, Secy. and Cash.

Tex., Round Rock.—First State Bank of Round Rock, capital stock \$25,000, authorized to begin business. T. E. Nelson, Pres.; G. H. Lundelius, Cash.

Va., Roanoke.—Guaranty Trust and Savings Bank, authorized capital \$1,000,000, is being organized to begin business within next two months. H. C. Elliott, Pres.; James B. Botts, Secy. and Treas.

W. Va., Shaltfield.—People's Bank, capital stock \$25,000, is chartered. Incptrs.: A. L. Chambers, Charles H. Cozart, G. B. Meredith, Wm. Carlin and others.

### New Securities.

Ala., Fairfield.—(School).—Bids will be received until Aug. 9 for \$42,500 of 6 per cent \$100 denomination 10-year bonds, dated Aug. 1 and voted July 20. Address A. Clinton Decker, Mayor.

Ala., Fairfield.—(Improvement).—Bids will be received until Aug. 9 for \$12,000 of 6 per cent \$100 denomination 10-year bonds, dated Aug. 1 and voted July 20. Address A. Clinton Decker, Mayor.

Ala., Montgomery.—(Street).—Bids received until 11 A. M. July 27 for \$43,000 of 6 per cent \$100 denomination 10-year bonds, dated June 1, 1920. Address C. B. Smith, City Clerk.

Ark., Charleston.—(School).—Bids will be received until Aug. 10 for \$9000 of 6 per cent \$500 denomination serial bonds of Charleston Special School Dist. No. 9, dated Nov. 1, 1920. Address J. S. Smith, Chairman School Commission.

Ark., Stuttgart.—(Street).—Bids received until 1.30 P. M. July 30 for \$35,000 of bonds of Street and Alley Improvement Dist. No. 8. Address C. M. Johnston, Dist. Chrmn.

Fla., Crestview.—(School).—\$8000 of bonds were voted recently. Address School Board.

Fla., Haines City.—(Road).—Bids will be received until Sept. 27 for \$60,000 of 7 per cent \$1000 denomination 20-year serial bonds, dated July 1 and voted July 20. Address J. R. Yale, City Clerk.

Fla., Ormond.—(School).—\$10,000 of bonds were voted recently. Address School Board.

Fla., Pensacola.—(School).—\$500,000 city bonds voted July 27. A. S. Edwards is Supt. of Schools.

Fla., Tallahassee.—(Drainage).—Sold to Spitzer, Rorick & Co., Toledo, O., at \$5, \$2,500,000 of Everglades Dist. bonds.

Ga., Albany.—(Paving, Sewers, Water Mains, Schools).—Bids received until Aug. 16 for \$60,000 of 5 per cent \$1000 denomination 20-year city bonds, voted June 15 and dated Aug. 1, 1920. Address H. A. Peacock, Mayor.

Ga., Claxton.—(School).—The \$30,000 of 5 per cent \$1000 denomination serial bonds, voted May 17 and offered June 25, were not sold. Address E. O. Darsey, Secy. School District.

Ga., Columbus.—(Bridge).—Election Sept. 11 on \$180,000 of 5 per cent \$1000 denomination 30-year bonds. Address J. B. Knight, Jr., Chrmn. Committee on Bridges and Wharves.

Ga., Dudley.—(School).—The \$15,000 of 6 per cent \$100 and \$1000 denominations Dudley School Dist. bonds, dated June 1, 1920, and voted May 12, will be sold at private sale if satisfactory bid is received, it is reported. Address School Board.

Ga., Greensboro.—(Water, Sewer, Light, Paving, City Hall).—No sale has yet been made of the following 5 per cent \$100 denomination bonds offered on June 24: \$25,000 water, \$800 sewer, \$10,000 light, \$5000 city hall and \$400 paving. Address Henry M. Spinks, City Clerk.

Ga., McDonough.—(Water-works).—Bids will be received until Aug. 10 for \$7000 of 5 per cent \$500 denomination bonds, dated July 1 and voted Apr. 19, 1920. Address John D. Hightower, Clk.

Ga., Savannah.—(School).—Contemplated to hold election for from \$1,250,000 to \$1,500,000 bonds of Chatham County. Address T. Mayhew Cunningham, Pres. Board of Education.

Ga., Stone Mountain.—(Municipal).—Bids will be received until Aug. 15 for \$33,000 of 6 per cent bonds. Address J. D. McCurdy, Clk. City Council.

Ky., Bardwell.—(Road).—An election will be held in the fall on \$350,000 of Carlisle County bonds. Address County Commrs.

Ky., Benton.—(Road).—An election will be held this autumn on \$350,000 of Marshall County bonds. Address County Commrs.

Ky., Brooksville.—(Road).—Bids will be received until 11 A. M. Aug. 14 for \$50,000 of 5 per cent \$500 denomination 1931-1937 bonds of Bracken County. Address J. A. Moneyhon, County Clerk.

Ky., Clinton.—(Road).—An election will be held in the fall on \$400,000 of Hickman County bonds. Address County Commrs.

Ky., Hickman.—(Road).—An election will be held this fall on \$400,000 of Fulton County bonds. Address County Commrs.

Ky., Mayfield.—(Road).—An election will be held in November on \$800,000 of Graves County bonds. Address County Commrs.

Ky., Murray.—(Road).—Contemplated to issue \$400,000 of Calloway County bonds. Address County Commrs.

La., New Orleans.—(Industrial Canal).—The Dock Board will sell balance of \$2,500,000 of bonds, being last of \$7,500,000 authorized last year. W. O. Hudson is Pres. of the Board.

La., New Iberia.—(Road).—Election Aug. 31 on the following bonds of Iberia Parish: \$90,000 of Road Dist. No. 1, \$115,000 of Road Dist. No. 2, \$85,000 Road Dist. No. 3, \$65,000 Road Dist. No. 5, \$110,000 Road Dist. No. 6, \$190,000 Road Dist. No. 7, \$100,000 of Road Dist. No. 8; all 5 per cent 25-yr. bonds. Address C. Girard, Pres. Police Jury.

(Continued on Page 172.)



20 Year Barrett Specification Bonded Roof on Marion County Court House, Salem, Ill.

*Barrett Specification Roofs*

*Bonded for 20 and 10 Years*

Architect: W. J. Royer, Urbana, Ill.  
Gen'l Cont.: Cope & McDonald, Roof-er: E. E. Hayes & Son, Centralia, Ill.

## One "experiment" was enough—

WHEN the Marion County Court House at Salem, Ill., was built a few years ago, it was not at that time covered with a Barrett Specification Roof. Instead, a more expensive type of roof was chosen.

After only four years of service an entirely new roof was required. Needless to say, one experiment was enough. This handsome structure now carries a Barrett Specification Roof, guaranteed to be free from all maintenance and repair expense for 20 years.

### Surety Bond Roof Insurance

The Barrett 20- or 10-Year Guaranty is in the form of a Surety Bond, issued by the United States Fidelity and Guaranty Company of Baltimore.

Any Barrett Specification Roof of 50 squares or larger, in towns of 25,000 and over—and in smaller places where our Inspection Service is available—may be thus insured free of charge.

All the owner need do is insert the following paragraph in his building specifications:

"This roof shall be constructed in accordance with The Barrett Specification revised April 15, 1920, and the roofing contractor shall obtain for me the (20- or 10-year) Guaranty Bond therein mentioned."

Our only stipulations are that The Barrett Specification revised April 15, 1920, shall be strictly followed and that the roofing contractor shall be approved by us and his work subject to our inspection.

### Important Notice

The Barrett Specification Type "AA" 20-Year Bonded Roof represents the most permanent roof covering it is possible to construct, and while we bond it for twenty years only, we can point to many roofs of this type that have been in service over forty years and are still in good condition.

For those who wish a somewhat lighter and lower priced roof covering, we recommend the Barrett Specification Type "A" Roof bonded for 10 years.

Both roofs are built of the same high-grade waterproofing materials, the only difference being in the quantity used.

Full details regarding these Bonded Roofs and copies of The Barrett Specifications sent free on request.

The *Barrett* Company

New York  
Chicago  
Philadelphia  
Cleveland  
Cincinnati  
Pittsburgh  
Birmingham  
Kansas City  
Minneapolis  
Salt Lake City  
Seattle  
Peoria  
Lebanon  
Youngstown  
Toledo

Atlanta  
Columbus  
Toronto

Duluth  
Richmond  
Winnipeg

Milwaukee  
Latrobe  
Vancouver

Boston  
Detroit  
Dallas  
Washington  
Elizabeth  
St. John, N. B.

St. Louis  
New Orleans  
Nashville  
Johnstown  
Buffalo  
Halifax, N. S.



Syracuse  
Baltimore  
Sydney, N. S.

THE BARRETT COMPANY, Limited:

Montreal

La., Opelousas—(Improvement).—Bids will be received until 11 A. M. Aug. 21 for \$250,000 of 5 per cent \$500 denomination bonds, dated June 1, 1920. Address E. L. Loeb, Mayor.

La., Pointe-a-la-Hache—(School).—Bids will be received until 10 A. M. July 31 for \$25,000 of 5 per cent 20-yr. Plaquemines Parish bonds. Address William Dymond, Prest. Parish School Board.

Md., Baltimore—(Hospital, Harbor, Water, Improvement).—Election Nov. 2 on the following 5 per cent city bonds: \$750,000 hospital, \$10,000,000 harbor, \$15,000,000 water, \$26,000,000 improvement. Address Henry B. Wilcox, Prest. Finance Comm.

Md., Cumberland—(Improvement).—Sold to Alexander Brown & Sons of Baltimore, Harris, Forbes & Co. and the National City Co. of New York, at \$235,275.29, \$250,000 of 5 per cent \$1000 denomination serial bonds, dated July 1 and offered July 27.

Md., Emmitsburg—(Paving).—Election July 30 on \$7500 of bonds. Address J. S. Annan, Mayor.

Md., Mount Rainier—(Street).—Voted recently not exceeding \$50,000 of city bonds. Address The Mayor.

Md., Rockville—(School).—Sold at 90, it is reported, to J. S. Wilson, Jr., & Co. of Baltimore \$64,000 of 5 per cent serial bonds of Montgomery County.

Miss., Oxford—(Road).—Election Aug. 10 on bonds of Lafayette County, Burgess Separate Road Dist. Address County Commrs.

Miss., Greenwood—(Paving).—Sold to Wilson Banking Co. of Greenwood at par \$100,000 of 6 per cent \$500 denomination serial bonds, voted June 18 and offered July 20.

Miss., Laurel—(School).—Election Aug. 10 on \$3500 of not exceeding 6 per cent \$350 denomination serial bonds of Bryan Consolidated School Dist., Jones County, dated Aug. 1, 1920. Address Board of Suprvs.

Miss., Laurel—(Road).—Bids will be received until noon Aug. 13 for \$300,000 of not to exceed 6 per cent serial Jones County bonds. Address C. S. Collins, Clerk Board of Suprvs. *For particulars see Proposals Department.*

Miss., Marion—(School).—Voted July 27 \$9000 of bonds. Address School Board.

Miss., Natchez—(School).—Election Aug. 13 on \$10,000 of Washington Consolidated School Dist., Adams County, bonds. Address H. B. Vaughan, Prest. Board of Suprvs.

Mo., Carthage—(Water, Electric Plant).—Bids received until Aug. 4 for \$100,000 of 6 per cent \$1000 denomination 20-year bonds voted July 15. Address J. N. Marsh, City Treas.

Mo., Jefferson City—(Refunding).—Contemplated to hold an election on \$20,000 of bonds. Address The Mayor.

Mo., New Bloomfield—(School).—Sold to the First National Bank of Jefferson City \$30,000 of bonds recently voted.

Mo., Springfield—(Road).—The \$1,500,000 of Greene County bonds defeated at the election April 5 will not be resubmitted to the voters, it is reported. Address County Commissioners.

Mo., Tuscumbia—(Road).—The \$40,000 of Eldon Special Road Dist., Miller County, bonds, voted June 26, have not been sold as yet, it is reported. Address County Commrs.

N. C., Hickory—(School).—\$35,000 of 6 per cent 30-year serial bonds offered July 6 and not sold are being sold to local purchasers at par. R. H. Henry is City Mgr.

N. C., Salisbury—(Improvement).—\$265,000 of 6 per cent \$1000 denomination bonds dated July 1, 1920, are being offered by R. M. Grant & Co. of St. Louis.

N. C., Spencer—(Sewer, School).—Contem-

plated to issue \$125,000 of 5 per cent 30-year bonds. Address The Mayor.

N. C., Wilson—(Water).—\$32,500 of bonds have been authorized. Address The Mayor.

Okla., Elk City—(School).—\$17,000 of bonds were voted July 27. Address School Board.

Okla., Grandfield—(Water, Sewer).—Sold to the Taylor-White Co. of Oklahoma City on Feb. 2 at par and interest the following 6 per cent \$1000 denomination bonds, dated Nov. 1, 1919: \$85,000 water-works, \$10,000 sewer.

Okla., Muskogee—(Road and Bridge).—Voted recently \$75,000 of Muskogee County, Moore Township, bonds. Address County Commrs.

Okla., Muskogee—(School).—\$250,000 of bonds which were voted May 1 have been approved by the Atty.-Gen.

Okla., Ponca City—(Sewer).—Election Aug. 3 on \$30,000 of bonds. Address The Mayor.

Okla., Tishomingo—(School).—\$65,000 bonds reported voted for high schools. Address School Board.

S. C., Aiken—(Road).—The \$62,100 of 6 per cent 25-40-year optional Aiken County bonds, dated July 1 and offered May 25, have not been sold. Address W. W. Busbee, Chief Commr. of Aiken County.

S. C., Laurens—(School).—Offered for sale Aug. 5, 10 A. M., \$7500 of 6 per cent 20-year bonds of Laurens School Dist. No. 3 of Laurens County. Address Chrmn. Board of Trustees, care Dial & Todd, Attys., Laurens, S. C.

S. C., Rock Hill—(School).—Bids received until 11 A. M. July 27 for \$75,000 of 6 per cent bonds, dated July 15, 1920. Address J. C. Cauthen, Chairman Board of Trustees.

S. C., Simpsonville—(School).—Sold to F. D. Hunter, for \$38,700, \$38,000 of 6 per cent \$1000 denomination 20-year bonds of Simpsonville School Dist., dated May 1, 1920.

Tenn., Altamont—(Road).—Sold to I. B. Tigrett & Co., at 95½, \$200,000 of 5½ per cent \$1000 denomination 40-year Grundy County bonds, dated July 1, 1919, voted June 25, 1919, and offered July 20, 1920.

Tenn., Columbia—(Refunding).—Election Sept. 4 on \$60,000 of 6 per cent \$1000 denomination 30-year bonds, dated July 15, 1920. Address M. E. Allen, Chrmn. Board of Aldermen.

Tenn., Dandridge—(Road).—Sold to I. B. Tigrett & Co. of Jackson, Tenn., at par, \$185,000 of 6 per cent \$1000 denomination 1925-1945 Jefferson County bonds voted July 5 and offered July 25.

Tenn., Shelbyville—(Road).—Bids received until noon Aug. 17 for \$200,000 of 6 per cent 14 ½-year average Bedford County bonds. Address W. G. Rucker, County Judge.

Tenn., Beaumont—(Drainage).—No bids were received for the \$1,000,000 of 5 per cent Jefferson County bonds offered July 22. Address W. M. Carroll, County Judge.

Tenn., Big Springs—(Road).—Bids received until Aug. 1 for \$300,000 of 5½ per cent \$1000 denomination 1-30-year bonds of Howard County, voted June 26. Address S. A. Penix, County Judge.

Tenn., Cherokee—(School).—\$30,000 of bonds have been voted. Address School Board.

Tenn., Cisco—(School).—Voted July 26 on \$250,000 high-school bonds. Address The Mayor.

Tenn., Dallas—(School, Sewer, Water, Abattoir).—Sold to Estabrook & Co. of New York at 90.375, \$2,475,000 of 5 per cent \$1000 denomination serial 1-40-yr. bonds dated May 1 and voted Apr. 6, as follows: \$1,500,000 school, \$400,000 sewer, \$400,000 water, \$175,000 abattoir.

Tenn., Edinburg—(Road).—At the election July 19 \$2,000,000 of Hidalgo County bonds failed to carry. Address County Commrs.

Tenn., El Paso—(Sewer, Water-works, Street).—An election on \$1,000,000 of bonds will be held this fall. Address Acting Mayor R. C. Semple.

Tenn., Goodnight—(School).—\$25,000 of 5 per cent serial bonds of Goodnight Independent School Dist. have been registered with the State Comptroller. Address Board of Education.

Tenn., Houston—(Port Extension).—Contemplated to issue \$2,000,000 of bonds. Address Mayor Amerman.

Tenn., Kenedy—(School).—\$55,500 of 5 per cent serial bonds of Kenedy Independent School Dist. were registered with the State Comptroller on July 13. Address School Board.

Tenn., McKinney—(Market Square).—Election Aug. 3 on \$30,000 of 5 per cent bonds. Address The Mayor.

Tenn., New Boston—(School).—Contemplated to vote soon on \$4000 bonds. Address School Board.

Tenn., Tahoka—(School).—Voted July 27 \$30,000 of bonds. Address School Board.

Tenn., Walnut Springs—(School).—\$37,000 of 5 per cent 5-40-year bonds of Walnut Springs Independent School Dist. were registered with the State Comptroller on July 12. Address School Board.

Va., Richmond—(Road).—Bids will be received until noon Aug. 3 for \$500,000 of 4½ per cent bonds. Address City Comptroller, H. C. Cofer.

W. Va., Charleston—(School).—Voted July 22 on \$100,000 of 5 per cent \$1000 denomination 20-year bonds of Union Dist., Kanawha County, dated Sept. 1, 1920. State of West Virginia will probably purchase them. Geo. W. Jenkins, Jr., is County Supt. of Schools.

W. Va., Mabscott—(Street).—No sale has been made of the \$30,000 of 5 per cent \$100, \$500 and \$1000 denomination 30-year bonds voted Dec. 9, 1919, and offered July 24. Address N. S. Allen, Mayor.

W. Va., Ripley—(Road).—Voted July 17, \$80,000 of Union Dist., Jackson County, bonds. Address County Commrs.

W. Va., Salem—(School).—\$70,000 bonds of Salem Independent School Dist. of Harrison County were voted July 28. Address School Board.

## Financial Notes.

First State Bank of Weimar, Tenn., has increased capital stock from \$75,000 to \$100,000.

First State Bank of Sabinal, Tenn., has increased capital stock from \$30,000 to \$80,000.

First National Bank of Blytheville, Ark., will increase capital stock from \$100,000 to \$200,000.

Newport News Bank & Trust Co., Newport News, Va., has increased capital stock from \$150,000 to \$250,000.

Tennessee Valley Bank of Decatur, Ala., has increased capital stock from \$150,000 to \$200,000.

Farmers' National Bank of Opelika, Ala., has increased capital stock from \$100,000 to \$300,000.

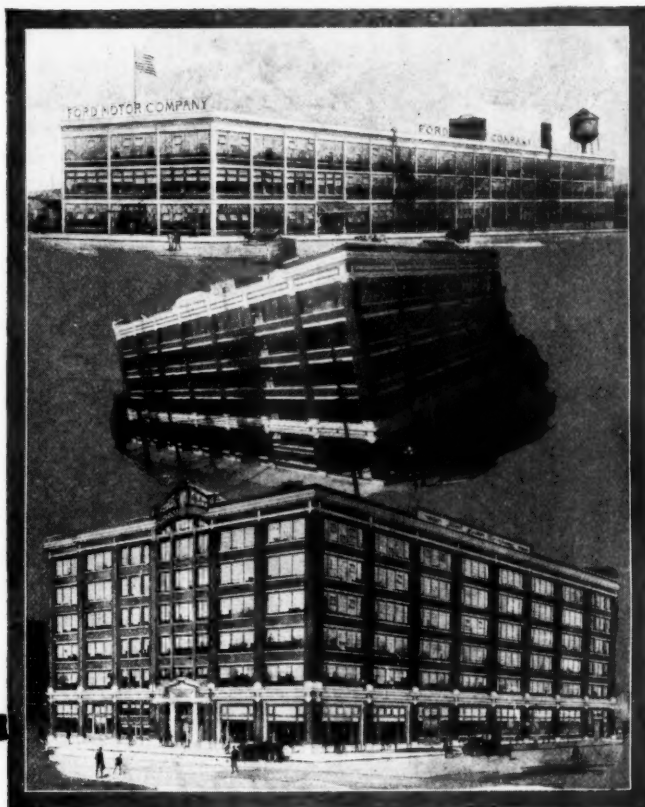
Richard H. Thompson has been elected fourth vice-president of the Maryland Casualty Co. of Baltimore, in charge of the accident-health department, and Harry C. Michael has been appointed assistant auditor.

The report of George W. Page, State Bank Commissioner of Maryland, as of June 30, shows total resources of State banks and trust companies \$271,412,618.41, while the mutual savings institutions in the State show a total of resources amounting to \$133,694,111.28, making a gross aggregate of \$405,106,729.69 for only State financial institutions in Maryland.

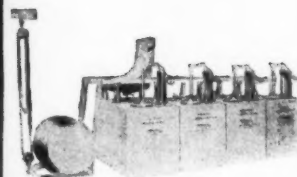




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All interested in textile industries are cordially invited to attend.

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The Fort Worth territory from 1908 to 1919,

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A consequential portion of this yield is financed through Fort Worth interests, and this bank is an important factor in such financing.

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*This is the first of a series of advertisements analyzing our Coat-of-Arms*

## THE FIRST NATIONAL BANK OF BOSTON

Capital, Surplus and Profits - \$ 37,500,000

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Make it your New England correspondent



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Large enough to handle your biggest problems, but not too large to be interested in your smaller ones.

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Largest Capital and Surplus of Any Financial  
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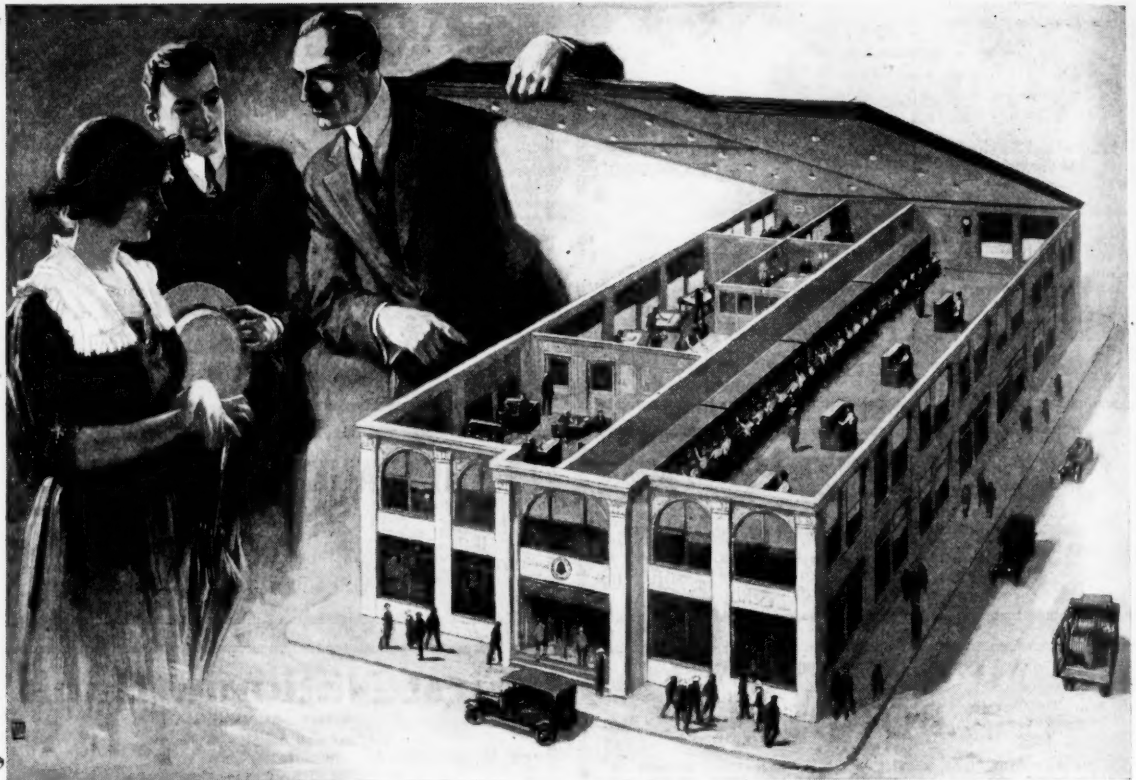
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## The Public Confidence

An important part of the management of the Bell System is to keep the public informed concerning all matters relating to the telephone.

We consider this an essential part of our stewardship in the operation of this public utility. It is due not only the 130,000 shareholders, but it is due the whole citizenship of the country.

We have told you of new inventions to improve service, of the growth of service, of problems involved in securing materials, employing and training workers, of financing new developments, and of rates necessary to maintain service.

You have been taken into our confidence as to what we are doing, how we

do it, why we do it. You have been told of our efforts to meet unusual conditions; of how we have bent every energy to provide service in the face of storms, floods, fires.

It is an enormous task today to provide adequate service in the face of shortage of workers, raw materials, manufacturing production and transportation.

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*One Policy*

*One System*

*Universal Service*



# PROPOSALS

BOND ISSUES

BUILDINGS

PAVING

GOOD ROADS

Bids close August 27, 1920.

**TREASURY DEPARTMENT.** Supervising Architect's Office, Washington, D. C., July 30, 1920. Sealed proposals will be opened in this office at 3 P. M. August 27, 1920, for the installation of a Sewage Ejector, etc., at the United States Postoffice and Courthouse, Del Rio, Tex., in accordance with the drawing and specification, copies of which may be had at this office or at the office of the custodian at Del Rio, Tex., in the discretion of the Supervising Architect. JAS. A. WETMORE, Acting Supervising Architect.

Bids close August 24, 1920.

**TREASURY DEPARTMENT.** Supervising Architect's Office, Washington, D. C. July 27, 1920. Sealed proposals will be opened in this office at 3 P. M. August 24, 1920, for toilet-room for women in the United States Courthouse and Postoffice, Columbia, S. C., in accordance with specification and drawing, copies of which may be had at this office or at the office of the custodian, Columbia, S. C., in the discretion of the Supervising Architect. JAS. A. WETMORE, Acting Supervising Architect.

Bids close September 3, 1920.

**TREASURY DEPARTMENT.** Supervising Architect's Office, Washington, D. C., July 30, 1920. Sealed proposals will be opened in this office at 3 P. M. September 3, 1920, for the completion of the United States Postoffice at Columbia, S. C. Drawings and specifications may be obtained from the superintendent of construction at Columbia, S. C. or at this office, in the discretion of the Supervising Architect. JAS. A. WETMORE, Acting Supervising Architect.

Bids close August 27, 1920.

**TREASURY DEPARTMENT.** Supervising Architect's Office, Washington, D. C., July 30, 1920. Sealed proposals will be received at this office until 3 P. M. August 27, 1920, and then opened, for remodeling the U. S. Postoffice and Courthouse, Roanoke, Va., in accordance with the specification and drawing No. MC-74A, copies of which may be had at this office or at the office of the custodian, in the discretion of the Supervising Architect. JAS. A. WETMORE, Acting Supervising Architect.

Bids close August 19, 1920.

**PROPOSALS FOR STEEL MOTORS.** Hoist, Platform Scales, Axes, Hack-saw Blades, Files, Wire Lath, Copper Cloth, Hose Nozzles, Harness, Mattress Tufts, Lamp Chimneys, Rattan Brooms, Scrub Brushes, Automobile Tires and Tubes, Boiler Lagging, Soap, Soap Polish, Paper Towels, Rubber Erasers, Lead Pencils, Pen Points, Cabinet Perforators, Drawing Paper, Bond Paper, Writing Paper, Mimeograph Paper, Enamel and Garbage Cans. Sealed proposals will be received at the Office of the General Purchasing Officer, The Panama Canal, Washington, D. C., until 10:30 o'clock A. M. August 19, 1920, at which time they will be opened in public, for furnishing the above-mentioned articles. Blanks and information relating to this circular (1394) may be obtained from this office or the offices of the Assistant Purchasing Agent, 24 State Street, New York City; 606 Common Street, New Orleans, La., and Fort Mason, San Francisco, Cal.; also from the United States Engineer Offices in the principal cities throughout the United States. A. L. FLINT, General Purchasing Officer.

Bids close August 16, 1920.

**PROPOSALS FOR BRONZE ROPE, BRASS Tubing, Brass Wire, Copper Wire, Pipe Fittings, Valves, Nails, Axes, Hammers, Hatchets, Hand Saws, Miter Boxes, Reamers, Screwdrivers, Stocks and Dies, Taps, Vises, Scales, Window Glass, Fire Bricks, Bicarbonate of Soda, Sulphur, Lumber, Millwork and Bicycle Tires.** Sealed proposals will be received at the office of the General Purchasing Officer, The Panama Canal, Washington, D. C., until 10:30 o'clock A. M. August 16, 1920, at which time they will be opened in public, for furnishing the above-mentioned articles. Blanks and information relating to this Circular (1395) may be obtained from this office or the offices of the Assistant Purchasing Agents, 24 State Street, New York City; 606 Common Street, New Or-

leans, La., and Fort Mason, San Francisco, Cal.; also from the United States Engineer Offices in the principal cities throughout the United States. A. L. FLINT, General Purchasing Officer.

Bids close August 26, 1920.

**PROPOSALS FOR FIVE RETURN-FLUE BOILERS FOR U. S. S. CHISCA.** Office Mississippi River Commission, 1st and 2d Districts, Custom-house, Memphis, Tenn. Sealed proposals will be received here until 11 A. M. August 26, 1920, and then opened, for furnishing and delivering five return-flue boilers for U. S. S. Chisca. Further information on application.

Bids close August 26, 1920.

**PROPOSALS FOR STEEL HULL FOR U. S. S. CHISCA.** Office Mississippi River Commission, 1st and 2d Districts, Custom-house, Memphis, Tenn. Sealed proposals will be received here until 11 A. M. August 26, 1920, and then opened, for furnishing one steel hull for U. S. S. Chisca. Further information on application.

Bids close August 21, 1920.

**OFFICE OF THE CONSTRUCTING QUARTERMASTER,** Savannah Proving Ground, Savannah, Illinois. Sealed proposals will be opened at this office on August 21, 1920, 11 A. M., for construction of approximately 17 miles of standard-gauge railroad; also the building of a nitrate storage plant. Plans and specifications may be had upon application to this office or the Office First District, Construction Service, War Trades Building, Washington, D. C. Contractors submitting proposals should visit the site.

Bids close August 26, 1920.

**SEALED PROPOSALS** will be opened by the Superintendents of Lighthouses, Charleston, S. C., 12 o'clock noon August 26, 1920, for the purchase of 2 vertical duplex steam pumps. Information on application.

Bids close August 17, 1920.

## Notice to Contractors

Sealed proposals for constructing or improving the Three States National Forest Road project, located within or partly within the Nantahala National Forest, States of Georgia, North Carolina and South Carolina, Counties of Rabun (Ga.), Macon (N. C.) and Oconee (S. C.), will be received by the District Engineer, Bureau of Public Roads, U. S. Department of Agriculture, at Washington, D. C., until eleven o'clock A. M. on the seventeenth day of August, 1920, at which time and place they will be publicly opened and read. The right is reserved to reject any and all bids, and none will be considered except those from contractors ascertained to be experienced and responsible.

The length of project to be constructed or improved is approximately 20.9 miles, and the principal items of work are approximately as follows: 34 acres clearing, 34 acres grubbing, 23,000 cu. yds. rock excavation, 87,500 cu. yds. common excavation, 20.9 miles finishing earth road, 37 cu. yds. Class A concrete, 1770 lbs. reinforcing steel, 480 cu. yds. cement rubble masonry, 441 cu. yds. dry rubble masonry, 2756 lin. ft. 18-inch corrugated metal pipe, 982 lin. ft. 24-inch corrugated metal pipe, 206 lin. ft. 30-inch corrugated metal pipe, 12.8 M ft. B. M. truss bridge material, 2500 lbs. bridge iron, 2.04 M ft. B. M. bridge flooring, 1100 cu. yds. hand-placed rock fill, 288 lin. ft. log stringers.

The work embraced in this contract shall be completed within two hundred weather-working days (page 6) following the execution of the contract by the Secretary of Agriculture.

The contract form and the maps, plans, specifications and estimates of quantities may be examined by responsible contractors at the following addresses: Office of Vernon M. Peirce, District Engineer, Room 506 Willard Building, Washington, D. C.; G. T. Macnab, Sr., Highway Engineer, Commercial National Bank Building, Raleigh, N. C.; R. W. Shields, Forest Supervisor, Franklin, N. C.; and Verne Rhoades, Forest Supervisor, Oates Building, Asheville, N. C.

All proposals must be made on forms and in accordance with instructions, forming a

part of the specifications above referred to, and must be accompanied by a proposal guarantee in an amount at least equal to five (5) per cent. of the total amount of the proposal.

VERNON M. PEIRCE,  
District Engineer.

Bids close August 21, 1920.

## \$250,000 5% Public Improvement Bonds

Opelousas, La.  
Sealed bids will be received by the undersigned at Opelousas, Louisiana, until Saturday, August 21, 1920, at 11 o'clock A. M., for the purchase of \$250,000 five (5) per cent. Public Improvement Bonds of the City of Opelousas, La., dated June 1, 1920.

Five hundred (500) bonds of a denomination of Five Hundred (\$500) Dollars each, maturing as follows:

June 1, 1921, five (5) bonds, \$2500.
June 1, 1922, six (6) bonds, \$3000.
June 1, 1923, six (6) bonds, \$3000.
June 1, 1924, seven (7) bonds, \$3500.
June 1, 1925, seven (7) bonds, \$3500.
June 1, 1926, eight (8) bonds, \$4000.
June 1, 1927, eight (8) bonds, \$4000.
June 1, 1928, eight (8) bonds, \$4000.
June 1, 1929, eight (8) bonds, \$4000.
June 1, 1930, nine (9) bonds, \$4500.
June 1, 1931, nine (9) bonds, \$4500.
June 1, 1932, ten (10) bonds, \$5000.
June 1, 1933, ten (10) bonds, \$5000.
June 1, 1934, eleven (11) bonds, \$5500.
June 1, 1935, eleven (11) bonds, \$5500.
June 1, 1936, twelve (12) bonds, \$6000.
June 1, 1937, thirteen (13) bonds, \$6500.
June 1, 1938, thirteen (13) bonds, \$6500.
June 1, 1939, thirteen (13) bonds, \$6500.
June 1, 1940, fifteen (15) bonds, \$7500.
June 1, 1941, fifteen (15) bonds, \$7500.
June 1, 1942, sixteen (16) bonds, \$8000.
June 1, 1943, sixteen (16) bonds, \$8000.
June 1, 1944, eighteen (18) bonds, \$9000.
June 1, 1945, eighteen (18) bonds, \$9000.
June 1, 1946, twenty (20) bonds, \$10,000.
June 1, 1947, twenty (20) bonds, \$10,000.
June 1, 1948, twenty-one (21) bonds, \$10,500.
June 1, 1949, twenty-two (22) bonds, \$11,000.
June 1, 1950, twenty-four (24) bonds, \$12,000.
June 1, 1951, twenty-five (25) bonds, \$12,500.
June 1, 1952, twenty-five (25) bonds, \$12,500.
June 1, 1953, twenty-eight (28) bonds, \$14,000.
June 1, 1954, twenty-eight (28) bonds, \$14,000.
June 1, 1955, sixteen (16) bonds, \$8000.

Interest payable semi-annually on the first day of December and June in each year at the rate of five per cent. (5) per annum from date of bonds, which said bonds will be dated June 1, 1920. The principal and interest of said bonds shall be payable at such place as may be fixed by the Board of Aldermen of the City of Opelousas, La., or at the option of the holders or purchasers.

All bids must be accompanied by a certified check for two per cent. (2) of the face value of said bonds as evidence of good faith. All bids must be sealed in an envelope, which envelope shall bear the inscription on the outside: "Bids for Public Improvement Bonds of the City of Opelousas, La."

The purchaser will be required to defray the cost of any legal examination or investigation touching upon the validity of said bonds or the proceedings connected therewith that may be required by him, and the purchaser will likewise be required to defray the cost of legal services, etc., incurred by the City of Opelousas in connection with said bond issue.

The Board of Aldermen of the City of Opelousas, La., reserves the right to reject any and all bids.

E. L. LOEB, Mayor.  
Opelousas, La., July 15, 1920.

Bids close August 16, 1920.

## \$200,000 5½% School Bonds

Matoka, W. Va.  
The Board of Education, Rock District, Mercer County, West Virginia, will sell to the highest bidder on August 16, 1920, Two Hundred Thousand Dollars (\$200,000) of School-building bonds, five to fifteen years, interest 5½ per cent. The bonds are in denominations of \$500 each. Submit bids to J. C. Burton, President, or M. R. Dodd, Secretary, Board of Education, Matoka, West Virginia.

Bids close August 16, 1920.

**\$25,000 6% Street Bonds**

Aurora, Beaufort Co., N. C.  
Sealed bids will be received by the Town Commissioners of Aurora at the City Hall in Aurora, North Carolina, until Monday, the 16th day of August, 1920, at 12 o'clock noon, when they will be publicly opened for the purchase of \$25,000 of bonds of the Town of Aurora; to be dated the 1st day of July, 1920; to mature in twenty annual installments, beginning July 1, 1921, and ending July 1, 1940, and to bear interest at the rate of 6 per cent. per annum, payable semi-annually. Principal and interest will be payable in New York City.

The proceeds of these bonds are to be used to build hard-surfaced streets in the Town of Aurora, North Carolina, and the bonds are issued under and pursuant to the Municipal Finance Act of North Carolina.

Bids may be addressed to the undersigned and must be accompanied by a certified check, payable to the order of the Treasurer of the Town of Aurora for 2 per centum of the face amount of bonds bid for as evidence of good faith. Right is reserved to reject any or all bids.

This 14th day of July, 1920.

THE BOARD OF COMMISSIONERS.

By L. D. MIDGETTE,

Mayor of the Town of Aurora.

Aurora, North Carolina.

WILEY C. RODMAN,  
Attorney,  
Washington, N. C.

Bids close August 10, 1920.

**\$488,000 5½% Municipal Improvement Bonds**

St. Petersburg, Fla.  
Sealed bids will be received at the office of G. B. Shepard, Director of Finance, City Hall, St. Petersburg, Florida, until 7:30 P. M. August 10, A. D. 1920, for the purchase of \$488,000 Municipal Improvement Bonds, or any part thereof, of the City of St. Petersburg, Pinellas County, Florida. Said bonds are in the denomination of \$1000 each, dated June 1, 1920, and bear interest at the rate of 5½ per cent. per annum, payable semi-annually on June 1 and December 1 of each year. Bonds payable in full on June 1, 1950. Both principal and interest payable at the Seaboard National Bank in the City of New York, N. Y. A certified check for 2 per cent. of the principal of bonds, payable to G. B. Shepard, Director of Finance, must accompany each bid. The right is reserved to reject any and all bids.

G. B. SHEPARD,  
Director of Finance.

Bids close August 19, 1920.

**\$70,000 6% Highway Improvement Bonds**

Bids invited for Bonds of DeKalb Township, Kershaw County, South Carolina, to amount of Seventy Thousand (\$70,000) Dollars, dated August 3, 1920, redeemable in series maturing 1940, Interest six (6) per cent., semi-annual. Purpose, improvement of highways. Certified check Five Hundred (\$500) Dollars to be enclosed with bid, sealed and addressed to the undersigned, to be opened 12 M. Thursday, August 19, 1920. Right reserved to reject any and all bids. No bids for less than par, with accrued interest, considered. Further particulars furnished on request.

M. C. WEST,  
Chairman County Commissioners,  
Camden, S. C.

Bids close August 13, 1920.

**\$300,000 Road Bonds**

Laurel, Miss.  
Jones County, Mississippi, will sell \$300,000 Road Bonds.

The Board of Supervisors of Jones County, Mississippi, invites sealed bids to be filed with the Clerk of said Board on or before 12 M. on the 13th of August, 1920, for sale of \$300,000 of Good-Roads Bonds of Jones County. Serial, Non-Optional Bonds, bearing interest not to exceed 6 per cent., payable semi-annually, bonds due 1/50 first five years, 1/25 of total due next 15 years, and balance due in the next 10 years. Right to reject any and all bids reserved.

Certified check in the sum of \$10,000 must accompany bid.

F. S. COLLINS,  
Clerk of Board of Supervisors.

Bids close August 20, 1920.

**State Highway**

Nashville, Tenn.  
Sealed bids will be received by the Department of Highways, State of Tennessee, at Nashville, Tennessee, until 2 o'clock P. M. August 20, 1920, for the construction of 16.304 miles of State Highway No. 7 between the Davidson County line and Murfreesboro, in Rutherford County, Tennessee. Bids will be opened publicly at 2 o'clock P. M.

The principal items of construction are approximately as follows:

22,082 cu. yds. Common Excavation.	
2,123 cu. yds. Solid Rock Excavation.	
4,801 cu. yds. Borrow.	
9,19 cu. yds. Special Concrete.	
192.38 cu. yds. Class "A" Concrete.	
93.27 cu. yds. Class "B" Concrete.	
17,955 pounds Deformed Steel Bars.	
36 lin. ft. 12" Culvert Pipe.	Furnishing and
248 lin. ft. 15" Culvert Pipe.	and
120 lin. ft. 18" Culvert Pipe.	Placing.
270 lin. ft. 24" Culvert Pipe.	
1,496 cu. yds. Overhaul.	
40.98 cu. yds. Class "B" Concrete.	Pipe
255 lbs. Deformed Steel Bars.	Culvert
157.40 cu. yds. Class "A" Concrete.	Endwalls.
33 cu. yds. Class "B" Concrete.	Culverts.
13,943 lbs. Deformed Steel Bars.	Unit
135,044 sq. yds. Reconstructed Base Course.	Construction.
55,986 sq. yds. Broken Stone Base Course.	
135,044 sq. yds. Broken Stone Base Course.	
191,311 sq. yds. Bituminous Macadam Penetration.	

Plans and specifications are on file in the office of the Department of Highways, Nashville, Tennessee; also in the office of the County Court Clerk, Murfreesboro, Tennessee.

Any additional information may be secured from the Chief Engineer, Nashville, Tennessee.

The right to reject any or all bids is reserved.

Certified check for the sum of \$1500 must accompany each bid as evidence of good faith and as a guarantee that, if awarded contract, the bidder will execute contract and give bond as required.

Successful bidder will be required to furnish bond in an amount equal to 50 per cent. of the contract price of the work.

W. P. MOORE,

Chief Engineer.

Bids close August 9, 1920.

**State Highway**

STATE OF MARYLAND.  
STATE ROADS COMMISSION.

NOTICE TO CONTRACTORS.  
Sealed proposals for building one section of State Highway as follows:  
FREDERICK COUNTY, CONTRACT No. F-37: One section of State Highway through the Town of Frederick, known as East Patrick Street, for a distance of 0.22 mile.

Will be received by the State Roads Commission at its offices, 601 Garrett Building, Baltimore, Maryland, until 12 M. on the 9th day of August, 1920, at which time and place they will be publicly opened and read.

Bids must be made upon the blank proposal form which, with specifications and plans, will be furnished by the Commission upon application and cash payment of \$1. as hereafter no charges will be permitted.

No bids will be received unless accompanied by a certified check for the sum of Five Hundred (\$500) Dollars, payable to the State Roads Commission.

The successful bidder will be required to give bond and comply with the Acts of the General Assembly of Maryland respecting contracts.

The Commission reserves the right to reject any and all bids.

By order of the State Roads Commission this 30th day of July, 1920.

J. N. MACKALL,

Chairman.

L. H. STEUART,

Secretary.

Bids close August 9, 1920.

**State Highway**

STATE OF MARYLAND.  
STATE ROADS COMMISSION.

NOTICE TO CONTRACTORS.  
Sealed proposals for building the following section of State Highway as follows:  
GARRETT COUNTY, CONTRACT No. 45: One section of State Highway from

Friendsville toward Love for a distance of 1.99 miles. (Grading and Drainage only.)

Will be received by the State Roads Commission at its offices, 601 Garrett Building, Baltimore, Maryland, until 12 M. on the 9th day of August, 1920, at which time and place they will be publicly opened and read.

Bids must be made upon the blank proposal form which, with specifications and plans, will be furnished by the Commission upon application and cash payment of \$1. as hereafter no charges will be permitted.

No bids will be received unless accompanied by a certified check for the sum of Five Hundred (\$500) Dollars, payable to the State Roads Commission.

The successful bidder will be required to give bond and comply with the Acts of the General Assembly of Maryland respecting contracts.

The Commission reserves the right to reject any and all bids.

By order of the State Roads Commission this 24th day of July, 1920.

J. N. MACKALL,  
Chairman.

L. H. STEUART,

Secretary.

Bids close August 14, 1920.

Bids close August 19, 1920.

**Road Improvement**

Columbia, S. C.

Pursuant to the provisions of an Act of the General Assembly of South Carolina, creating the Richland County Permanent Roads Commission, approved March 5, 1920, notice is hereby given that sealed proposals for highway improvement in Richland County, in the State of South Carolina, will be received at the office of Richland County Permanent Roads Commission, 1302½ Main Street, Columbia, S. C., until 12 o'clock noon August 19, 1920, and then publicly opened.

DESCRIPTION OF WORK TO BE DONE.  
The improvement of approximately five miles of the Two-Notch Road, consisting of the following:

7.54 acres of Clearing and Grubbing.  
34,733.6 cubic yards of Common Earth Excavation.  
120 lineal feet of 18-inch Vitrified Clay Pipe Culvert.  
218 lineal feet of 24-inch Vitrified Clay Pipe Culvert.  
140 lineal feet of 30-inch Vitrified Clay Pipe Culvert.  
54.7 cubic yards of Class B Concrete for head walls.  
2 Concrete Box Culverts, containing 117.4 cubic yards Class A concrete and 135.2 pounds steel reinforcing.  
16,939.8 square yards of Surfacing. (Alternate bids may be submitted on any or all of the following types: Cement Concrete; Asphaltic Concrete on Cement Concrete Base; Asphaltic Concrete on Roll Stone Base; Sheet Asphalt on Cement Concrete Base.)

Detailed plans for the work may be seen for examination at the office of the Commission, 1302½ Main Street, Columbia, S. C., and at the office of the State Highway Commission, Commercial Bank Building, Columbia, S. C. Complete set of plans will be furnished for \$5, which sum will be refunded if plans are returned in good condition.

The right is reserved to reject any or all proposals and to waive any technicalities.

A certified check for \$500, made payable to the order of the Richland County Permanent Roads Commission, must accompany each proposal.

Proposals shall be submitted in sealed envelopes, marked "Bids on the Construction, Project No. 66-A, Two-Notch Road, in Richland County, S. C.," and only sealed bids will be considered.

Bids close August 23, 1920.

**Street Paving**

Dothan, Ala., July 30, 1920.

The City of Dothan will receive bids until 5 o'clock August 23, 1920, for 8812 square yards of paving and 192 lineal feet of stone headers, with brick, bitulithic, asphalt, wood blocks, vibrolithic and concrete.

Each bidder will be required to deposit a certified or cashier's check or New York exchange to the amount of 10 per cent. of the contract price.

Plans and specifications can be had by applying to R. W. Lisenby, City Clerk, Dothan, Ala., by depositing the sum of \$10, which will be refunded on return of same.

Reserving the right to reject any and all bids.

A. BLACK,  
Chairman of the Street Committee.

Bids close August 14, 1920.

### Road Construction

Charleston, W. Va.

Sealed proposals will be received by the County Clerk of Kanawha County at Charleston, West Virginia, until 10 A. M. on the 14th day of August, 1920, for the construction of the following roads in Cabin Creek District:

South Side Kanawha River, Loudon District line to Montgomery:  
Section Number 3—3.7 miles.  
Section Number 4—3.0 miles.  
Section Number 5—3.6 miles.  
Section Number 6—4.0 miles.

Hansford to Whittaker:

Section Number 8—4.0 miles.  
Section Number 9—4.0 miles.  
Section Number 10—2.6 miles.

Cabin Creek Junction to Leewood:

Section Number 11—3 miles.  
Section Number 12—3 miles.  
Section Number 13—3 miles.

Work is to consist of grading and masonry up to and including twenty (20) foot spans. Plans, specifications and estimate of the quantities may be examined at the office of P. J. Walsh, Courthouse, Charleston, West Virginia, and at the office of the State Road Commission, Charleston, West Virginia.

Proposals will be received only upon State standard forms, which can be obtained from the undersigned or from the Division Engineer's office at Charleston, West Virginia.

All proposals must be accompanied by a certified check or draft for 5 per cent. of the estimated amount of the bids.

The right is reserved to reject any and all bids.

(Signed) L. C. MASSEY,  
County Clerk.

Bids close August 11, 1920.

### Topsoil Road

SOUTH CAROLINA STATE HIGHWAY DEPARTMENT.

F. A. Project No. 83, Sec. "A," Union Co., Cross Keys Township.

Union, S. C.

Bids will be received at 2 P. M. Wednesday, August 11, 1920, at the office of the Union Township Engineer in the Courthouse at Union, for the construction of 1.435 miles of the Union-Laurens Road from Sta. 27+00, near Cross Keys, to Sta. 102+00.

The work consists of approximately 0.34 acre clearing and grubbing, 7618 cu. yds. common excavation, 4529 cu. yds. topsoil surfacing, 25 cu. yds. Class "B" concrete in headwalls and all the necessary pipe culverts.

Proposals must be accompanied by certified check for Five Hundred Dollars (\$500), made payable to the chairman of the Cross Keys Township Highway Commission.

Plans, specifications and proposal forms are on file at the office of W. B. Deneen, Union Township Engineer, Union, S. C.; at the office of L. M. Weisiger, Division Engineer, Laurens, S. C., and at the office of the State Highway Engineer, Columbia, S. C.

Plans may be obtained at the last-named office upon a deposit of five dollars (\$5), which will be refunded if plans are returned in good condition within one month after date of letting.

Bids close August 17, 1920.

### Road Construction

Decatur, Ga.

Sealed proposals will be received by the County Commissioners of Roads and Revenues of De Kalb County, Georgia, at the office of said Commissioner at the Courthouse at Decatur, Ga., until 11 o'clock A. M. on the 17th day of August, 1920, for the furnishing of all labor, material, equipment and other things necessary for the construction of 1.913 miles of permanent surfaced road, located between Decatur and Scottdale, on what is locally known as the National Highway.

The work will consist of grading the roadway and constructing ditches, shoulders, drainage structures and a permanent pavement 18 feet wide and wider, not to exceed 22 feet at any place. Bids will be considered on Penetration Asphalt Macadam, Asphalt Macadam, Asphaltic Concrete, Finley Method; Kentucky Rock Asphalt, Willite Method, and any other type of permanent pavement, providing the bidder submit his own specifications along with his bid. Only one type of pavement will be used. The

principal quantities involved in the work are approximately as follows:

2,700.1 cu. yds. Earth Excavation.  
13,072.5 sq. yds. Scarifying and Reshaping.  
1,307 tons Stone, laid in rebuilding present foundations.

10,793 sq. yds. New Foundation 6" thick.  
23,865.5 sq. yds. Pavement.  
12,000 lin. ft. 4"x12" Granite Headers (rubble).

21 lin. ft. 12" Pipe to be relaid.  
69 lin. ft. 15" Pipe to be relaid.  
56 lin. ft. 18" Pipe to be relaid.  
200 lin. ft. 12" Pipe to be furnished and laid.

7,794 cu. yds. Concrete in pipe headwalls.  
597.7 lbs. Reinforcing Steel in headwalls.

Plans and specifications are on file at the office of County Commissioner at Decatur, Ga., and at the office of the State Highway Department, Walton Bldg., Atlanta, Ga. Specifications and plans may be secured from the Project Engineer upon payment of \$2 for specifications and \$4 for plans.

Said work will be paid for as the same progresses, to wit: 85 per cent. of the amount done in each calendar month will be paid between the 10th and 15th day of the succeeding month, and the remainder shall be paid within 30 days of final completion and acceptance.

Proposals must be submitted on regular forms which will be supplied by the undersigned, and must be accompanied by certified check for 5 per cent. of the amount bid, which will be returned if bids are rejected.

Bond will be required of the successful bidder as required by law.

Right is reserved to reject any and all bids and waive all formalities.

L. T. Y. NASH,  
Commissioner of Roads and Revenues,  
De Kalb County, Ga.

E. V. CAMP,  
Project Engineer,  
Box No. 421, Atlanta, Ga.

Bids close August 24, 1920.

### Street Paving

Columbia, S. C.

Sealed proposals will be received by the City Council at the Council Chamber until 10 A. M. August 24, 1920, for paving North Main Street from Scott Street to the northern city limits, involving the following approximate quantities:

19,000 square yards Roadway Paving.  
6,100 square yards Sidewalk Paving.  
3,000 cubic yards Excavation.

Proposals will be received on any one or all of the following types of paving: Brick, Bitulithic and Sheet Asphalt on Concrete Base, and Plain Concrete Paving.

Each proposal must be accompanied with a surety bond, certified check or money to the amount of five (5) per centum of the total amount of the proposal.

Performance of the contract shall commence within thirty calendar days after award of contract, and the entire work shall be completed by January 1, 1921.

The right is reserved to accept or reject any proposal and to waive defects.

Specifications and other information may be obtained from the undersigned after August 10, 1920.

F. C. WYSE, City Engineer.  
M. M. RICE, Councilman.

Bids close August 16, 1920.

### Pavement

Palestine, Texas.

Sealed proposals will be received at the office of O. C. Cutter, City Secretary, Palestine, Texas, until noon the 16th day of August, 1920, for the construction of about 100,000 square yards of pavement. Plans and specifications may be seen for examination, and information may be obtained at the office of the City Engineer.

A certified check or cashier's check for 5 per cent. of the amount bid and made payable without recourse to the order of A. L. Bowers, Mayor of the City of Palestine, Anderson County, Texas, must accompany each proposal as a guarantee that the bidder, if successful, will enter into contract and make bond in accordance with the requirements of the specifications.

The right is reserved by the City Council and Mayor of Palestine to accept or reject any and all proposals or to waive all technicalities. Proposals shall be submitted in sealed envelopes and marked "Bids for Paving."

All bids received will be retained by the city and will not be returned to the bidders.

A. L. BOWERS,  
Mayor.  
O. C. CUTTER,  
City Secretary.

Bids close August 11, 1920.

### Topsoil Road and Bridge

Summerville, Ga.

Sealed proposals will be received by the Board of Commissioners of Roads and Revenues of Chattooga County, Georgia, at the office of said Board at the Courthouse at Summerville at 12 o'clock, Central time, noon, on the 11th day of August, 1920, for the furnishing of all labor, material, equipment and other things necessary for the construction of Federal-aid Project No. 115, consisting of 0.32 mile of topsoil surfaced road, known as the Rome-Summerville Road, located in Chattooga County, Georgia, lying on both sides of Little Armuchee Creek, and for the furnishing of all labor, material, equipment and other things necessary for the construction of a bridge over Little Armuchee Creek, Federal-aid Project No. 115, on same Rome-Summerville Road.

The work will consist of grading roadway and construction of ditches, shoulders, drainage structures and a topsoil surfaced roadway.

The approximate quantities are as follows:

0.327 acre Clearing and Grubbing.  
1,829 cu. yds. Common Excavation.  
895 cu. yds. Solid Rock Excavation.  
3,362 cu. yds. Borrow Excavation.  
526 cu. yds. Topsoil Surfacing.  
3.24 cu. yds. Class "B" Concrete (Culvert Headwalls).

30 lin. ft. 24" D. S. V. C. Culvert Pipe.

### BRIDGE.

Standard Design.  
92.96 cu. yds. Concrete, Class "A."  
271.91 cu. yds. Concrete, Class "B."  
156.4 sq. yds. Concrete, Granolithic.  
43,185 lbs. Reinforcing Steel.

Alternate Luten Design.  
80 cu. yds. Concrete, Class "A."  
347 cu. yds. Concrete, Class "B."  
17,250 lbs. Reinforcing Steel.

Said work shall begin on or about the 25th day of August, 1920, and shall be completed on or before the 1st day of December, 1920.

Plans and specifications are on file at the office of the Board at Summerville, Georgia, as aforesaid; at the office of the State Highway Department, Walton Building, Atlanta, Georgia, and at the office of the Seventh District of the State Highway Department, Rome, Georgia. Plans may be purchased from the State Highway Engineer, Walton Building, Atlanta, Georgia, for \$7.50, which covers cost.

Said work will be paid for as same progresses, to wit: 85 per cent. of the amount due in each calendar month will be paid between the 10th and 15th of the succeeding month, and the remainder shall be paid within thirty days of final completion and acceptance.

Proposals must be submitted on regular forms which will be supplied by the undersigned and be accompanied by a certified check or bidder's bond for 5 per cent. of the amount of the bid.

Bond will be required of the successful bidder as required by law.

Right is reserved to reject any or all bids and to waive all formalities.

This the 7th day of July, 1920.

BOARD OF COMMISSIONERS OF  
ROADS AND REVENUES.  
By B. F. EDMONSON,  
Chairman.

Bids close August 17, 1920.

### Wharf Extension

New Orleans, La.

Sealed proposals will be received by the Board of Commissioners of the Port of New Orleans at their office, Suite 200 New Orleans Court Building, until 8 o'clock P. M. August 17, 1920, and then publicly opened, for the constructing and furnishing of all material and labor for the "Pauline Street Freight Wharf Extension."

A deposit of \$500 in cash or certified check is required with proposal.

Bond of \$20,000 is required with notarial contract.

Payments: Contractor financed by the Board. Payments semi-monthly on labor rolls and for material on presentation of invoices.

Contract: The contract is an especial form of "Economy Contract." Plans and specifications are on file in the office of the Chief Engineer, Arsene Perillat, by whom full sets will be furnished to prospective bidders on deposit of \$10, which will be refunded to depositors who submit proposals and return set in good condition.

The right is reserved to reject any and all bids and to waive informalities.

W. O. HUDSON,  
President.



Bids close August 25, 1920.

**State Highway Bridge**

N. C. FEDERAL-AID PROJECT No. 116.

Greensboro, N. C.  
Sealed bids for the construction of a Reinforced Concrete Bridge over the Yadkin River between Montgomery and Stanly Counties, N. C., consisting of three Open Spandrel Ribbed Arches of 146' 3" span, and fourteen Deck Girder Approach Spans of forty feet each, will be received by the North Carolina State Highway Commission at the Division Office in Greensboro, N. C., until 12 o'clock M. on the 25th day of August, 1920, when they will be opened and read.

No bids will be received after the hour fixed.

The work will consist approximately as follows:

- 2,158 cu. yds. Class "A" Concrete.
- 1,826 cu. yds. Class "B" Concrete.
- 362,190 lbs. Reinforcing Steel.
- 10,470 lbs. Plates and Bolts.
- 2 Name Plates.

No bids will be considered unless accompanied by a corporate surety bond or by a properly certified check for Eight Thousand (\$8000) Dollars, made payable to Frank Page, Chairman.

A corporate surety bond or other satisfactory security will be required for the complete fulfillment of the contract.

Specifications, forms of contract, proposal blanks, etc., can be obtained by writing to the office of the State Highway Commission, Raleigh, N. C.

Plans may be seen in the office of the Division Engineer at Greensboro, N. C., or in the office of the Bridge Engineer at Raleigh, N. C.

Any increase in freight rates made public after date of letting and paid by contractor will be allowed if proper vouchers are submitted at the time of payment of such increased rates.

The right is reserved to reject any or all bids or to accept any bid deemed best for the State and the County.

By order of the North Carolina State Highway Commission.

This 31st day of July, 1920.

W. S. FALIS,  
State Highway Engineer.

Bids close August 16, 1920.

**Street Paving and Sea Wall**

Biloxi, Miss.

Sealed bids will be received by the Mayor and Commissioners of the City of Biloxi, Mississippi, until 2 P. M. August 16, 1920, for the construction of a seawall and shore protection along certain portions of the Beach Front and for approximately seven miles of street pavement as shown by the plans and map on file in the office of the City Clerk, when said bids will be publicly opened and read.

Each bid is to be addressed to the Mayor and Commissioners and to be accompanied by a certified check for an amount equal to at least 5 per cent. of the amount of the bid, said check to guarantee that if awarded the work the bidder will execute the contract and give bond therefor as required in the proposal.

Plans and specifications may be secured on or after July 26 from W. H. Hunt, Commissioner of Streets, Biloxi, Mississippi, or Massena L. Culley, Engineer, Jackson, Mississippi, by deposit of ten dollars for the Beach Front plans and fifteen dollars for Paving plans, said deposit to be returned on return of plans.

The city reserves the right to award the work by separate items or as a whole, and also the award for any type of pavement or Front protection as will afford the best contract and results.

Alternate plans are invited for the Beach Front protection conditioned on the same being accompanied by full detailed plans and specifications.

Right is reserved to reject any or all bids.

All other rights reserved:

Item A—Storm Drains.

Item B—Grading.

Item C—Street Pavement.

(a) Bitulithic.

(b) Brick.

(c) Sheet Asphalt.

(d) Asphaltic Concrete, penetration.

(e) Asphaltic Concrete, mixed.

(f) Tarvia Macadam.

(g) Concrete Pavement.

Item E—Concrete Pavement on Beach.

Item F—Seawall or Protection.

Item G—Water Mains.

Item H—Sewer Connections.

CITY OF BILOXI.

W. H. HUNT,  
Commissioner, Pub. Wks. Dept.

Bids close August 20, 1920.

**Grading and Drainage Structures**

Nashville, Tenn.

Sealed bids will be received by the Department of Highways, State of Tennessee, at Nashville, Tennessee, until 2 o'clock P. M. August 20, 1920, for the Grading and Drainage Structures complete on 9.94 miles of State Highway No. 3, between the Cheatham County line and Burns, in Dickson County, Tennessee.

Bids will be opened publicly at 2 o'clock P. M.

The principal items of construction are approximately as follows:

57,471 cu. yds. Common Excavation.

8,065 cu. yds. Borrow.

43,24 cu. yds. Class "A" Concrete.

3,843 lbs. Deformed Steel Bars.

2 lin. ft. 12" Pipe Culverts.

718 lin. ft. 15" Pipe Culverts.

86 lin. ft. 18" Pipe Culverts.

118 lin. ft. 24" Pipe Culverts.

134 lin. ft. 30" Pipe Culverts.

3,545 lin. ft. Wooden Railing.

63.26 cu. yds. Class "B" Concrete.

352 lbs. Deformed Steel Bars.

25.18 cu. yds. Class "A" Concrete.

1.83 cu. yds. Class "B" Concrete.

1,884 lbs. Deformed Steel Bars.

Plans and specifications are on file in the office of the Department of Highways, Nashville, Tennessee; also in the office of the County Court Clerk, Charlotte, Tennessee.

Any additional information may be secured from the Chief Engineer, Nashville, Tennessee.

The right to reject any or all bids is reserved.

Certified check for the sum of \$1500 must accompany each bid as evidence of good faith and as a guarantee that, if awarded contract, the bidder will execute contract and give bond as required.

Successful bidder will be required to furnish bond in an amount equal to 50 per cent. of the contract price of the work.

W. P. MOORE,

Chief Engineer.

Bids close August 20, 1920.

**Grading and Drainage Structures**

Nashville, Tenn.

Sealed bids will be received by the Department of Highways, State of Tennessee, until 2 o'clock P. M. August 20, 1920, for the grading and drainage structures under twenty-foot span on 14.54 miles of State Highway No. 36 between McKenzie, in Carroll County, and Dresden, in Weakley County, Tennessee.

Bids will be opened publicly at 2 o'clock P. M.

The principal items of construction are approximately as follows:

84,120 cu. yds. Common Excavation.

45,069 cu. yds. Borrow.

315 cu. yds. Overhaul.

283 cu. yds. Class "A" Concrete.

270 cu. yds. Class "B" Concrete.

46,700 pounds Deformed Steel Bars.

584 lin. ft. 15" Culvert Pipe.

510 lin. ft. 18" Culvert Pipe.

356 lin. ft. 24" Culvert Pipe.

79.5 cu. yds. Class "B" Concrete.

360 lbs. Deformed Steel Bars.

1000 feet Guard Rail.

Plans and specifications are on file in the office of the Department of Highways, Nashville, Tennessee; also in the office of the County Court Clerk, Dresden, Tennessee.

Any additional information may be secured from the Chief Engineer, Nashville, Tennessee.

The right to reject any or all bids is reserved.

Certified check for the sum of \$1500 must accompany each bid as evidence of good faith and as a guarantee that, if awarded contract, the bidder will execute contract and give bond as required.

Successful bidder will be required to furnish bond in an amount equal to 50 per cent. of the contract price of the work.

W. P. MOORE,

Chief Engineer.

Bids close August 16, 1920.

**Storm Sewers**

Bennettsville, S. C.

Sealed bids will be received by the Town Council, Bennettsville, S. C., up to 4 P. M. Monday, August 16, 1920, for the construction of approximately three-quarters of a mile of storm sewers.

Plans and specifications may be seen at the office of the Engineer, and specifications

will be furnished upon application to the Mayor or Engineer.

T. C. CROSSLAND,

Mayor Bennettsville, S. C.  
HARWOOD BEEBE, Engineer,  
Spartanburg, S. C.

Bids close August 10, 1920.

**Water-Works Improvements**

Bedford, Va.

Sealed proposals will be received for the material and labor in connection with the above work by the Mayor and Council of the Town of Bedford, Va., until Tuesday, August 10, at 4 o'clock P. M., when they will be opened and publicly read.

The improvements contemplated consist of the construction of a brick and concrete filter building, a concrete coagulating basin, steel tower and tank, one electrical-driven pump, and incidental piping and appurtenances to make the work complete.

Bids will be entertained separately upon the several sections into which the work is divided; that is, the general contract, filter equipment and pumping equipment.

Plans and specifications may be examined at the office of the Town Manager or Consulting Engineers. Bidders may procure plans and specifications direct from Consulting Engineers by making a deposit of \$30, which will be refunded upon return of same in good condition.

Each proposal must be accompanied by a certified check in the sum of five (5) per cent. of the amount bid as evidence of good faith upon the part of bidder.

The town reserves the right to reject any and all bids or accept any which may seem to it to be to the best interest of the Town of Bedford, Virginia.

A. J. CAUTHORN, Mayor.

C. A. MOORE, Treasury Clerk.

C. T. VENABLE, Town Manager.

DEIHL & VANCE,

Consulting Engineers,  
Norfolk, Va.

Bids close August 17, 1920.

**Freight Shed Extension**

New Orleans, La.

Sealed proposals will be received by the Board of Commissioners of the Port of New Orleans at their office, Suite 200 New Orleans Court Building, until 8 o'clock P. M. August 17, and then publicly opened, for the furnishing or for the furnishing and erecting of all the structural steel required for the "Pauline Street Freight Shed Extension."

A deposit of \$500 in cash or certified check is required with proposal.

Bond of \$15,000 is required with notarial contract.

Payments: 75 per cent. of the bid for material will be paid upon delivery and acceptance of same on the site. The balance will be paid upon completion of erection.

Plans and specifications are on file in the office of the Chief Engineer, Arsene Perrillat, by whom full sets will be furnished to prospective bidders on deposit of \$10, which will be refunded to depositors who submit proposals and return set in good condition.

The right is reserved to reject any and all bids and to waive informalities.

W. O. HUDSON,

President.

Bids close September 1, 1920.

**Lodge Building**

Tallahassee, Fla.

Bids will be received for the erection of a building on the vacant lot south and west of the present Masonic building. Bids received by the Secretary of the Board of Trustees up to September 1, 1920, 10 o'clock A. M. Certified check for 5 per cent. of cost of building to accompany all bids. Board reserves the right to reject any or all bids. Plans and specifications to be seen at the office of W. L. Marshall, Chairman of Board.

W. F. QUAILE,

Secretary of Board.

Bids close August 17, 1920.

**Courthouse Improvement**

Sumter, S. C., July 30, 1920.

Sealed proposals will be received at the office of the County Board of Commissioners of Sumter County, Sumter, S. C., before noon of August 17, for alterations and additions to the Sumter County Courthouse.

Specifications are on file at the office of the Architects, Johnson & Deal, 11½ S. Main St., Sumter, S. C. Each bid must be accompanied by a certified check of 5 per cent. of proposal.